



**CALL NO. 420**

**CONTRACT ID. 122142**

**BOONE - KENTON COUNTIES**

**FED/STATE PROJECT NUMBER 121GR12P062-FD05**

**DESCRIPTION US 25 AND KY 1017 IN BOONE AND KENTON COUNTY**

**WORK TYPE ASPHALT RESURFACING**

**PRIMARY COMPLETION DATE 10/15/2012**

**LETTING DATE: March 23, 2012**

Sealed Bids will be received electronically through the Bid Express bidding service until 10:00 AM EASTERN DAYLIGHT TIME March 23, 2012. Bids will be publicly announced at 10:00 AM EASTERN DAYLIGHT TIME.

**DEFERRED PAYMENT**

**REQUIRED BID PROPOSAL GUARANTY:** Not less than 5% of the total bid.

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# **PART I**

## **SCOPE OF WORK**

ADMINISTRATIVE DISTRICT - 06

## PROJECT(S) IDENTIFICATION AND DESCRIPTION:

COUNTY - BOONE, KENTON  
121GR12P062-FD05

US 25 AND KY 1017 IN BOONE AND KENTON COUNTY

COUNTY - BOONE

PES - MP00800251201

FD05 008 0025 007-010

DIXIE HIGHWAY (US 25) FROM KY 536 (CHANGE IN PAVEMENT) (MP 7.643) EXTENDING NORTHERLY TO 992 FEET SOUTH OF KY 1829 (MP 9.080), A DISTANCE OF 1.44 MILES. ASPHALT RESURFACING. GEOGRAPHIC COORDINATES LATITUDE 38°57'56" LONGITUDE 84°36'58"

AVERAGE DAILY TRAFFIC - 15399

AVERAGE MAINLINE WIDTH - 28.0 FEET

COUNTY - BOONE

PES - MP00810171201

FD05 008 1017 001-004

TURFWAY ROAD-TURFWAY EXTENSION (KY 1017) FROM 0.425 MILES NORTH OF KY 717 (MP 1.860) EXTENDING NORTHERLY TO BOONE-KENTON COUNTY LINE (MP 3.704), A DISTANCE OF 1.84 MILES. ASPHALT RESURFACING.

GEOGRAPHIC COORDINATES LATITUDE 39^02'03" LONGITUDE 84^38'05"

AVERAGE DAILY TRAFFIC - 9935

AVERAGE MAINLINE WIDTH - 34.5 FEET

COUNTY - KENTON

PES - MP05910171201

FD05 059 1017 000-001

TURFWAY ROAD-TURFWAY EXTENSION (KY 1017) FROM BOONE-KENTON COUNTY LINE (MP 0.000)  
EXTENDING EASTERLY TO KY 3076 (MP 0.368), A DISTANCE OF 0.37 MILES. ASPHALT RESURFACING.

GEOGRAPHIC COORDINATES LATITUDE 39^02'35" LONGITUDE 84^37'00"

AVERAGE DAILY TRAFFIC - 4480

AVERAGE MAINLINE WIDTH - 31.0 FEET

## COMPLETION DATE(S) :

COMPLETION DATE - October 15, 2012

APPLIES TO ENTIRE CONTRACT

## **CONTRACT NOTES**

### **PROPOSAL ADDENDA**

All addenda to this proposal must be applied when calculating bid and certified in the bid packet submitted to the Kentucky Department of Highways. Failure to use the correct and most recent addenda may result in the bid being rejected.

### **BID SUBMITTAL**

Bidder must use the Department's Expedite Bidding Program available on the Internet web site of the Department of Highways, Division of Construction Procurement. ([www.transportation.ky.gov/contract](http://www.transportation.ky.gov/contract))

The Bidder must download the bid file located on the Bid Express website ([www.bidx.com](http://www.bidx.com)) to prepare a bid packet for submission to the Department. The bidder must submit electronically using Bid Express.

### **JOINT VENTURE BIDDING**

Joint venture bidding is permissible. All companies in the joint venture must be prequalified in one of the work types in the Qualifications for Bidders for the project. The bidders must get a vendor ID for the joint venture from the Division of Construction Procurement and register the joint venture as a bidder on the project. Also, the joint venture must obtain a digital ID from Bid Express to submit a bid. A joint bid bond of 5% may be submitted for both companies or each company may submit a separate bond of 5%.

### **UNDERGROUND FACILITY DAMAGE PROTECTION**

The contractor is advised that the Underground Facility Damage Protection Act of 1994, became law January 1, 1995. It is the contractor's responsibility to determine the impact of the act regarding this project, and take all steps necessary to be in compliance with the provision of the act.

### **REGISTRATION WITH THE SECRETARY OF STATE BY A FOREIGN ENTITY**

Pursuant to KRS 176.085(1)(b), an agency, department, office, or political subdivision of the Commonwealth of Kentucky shall not award a state contract to a person that is a foreign entity required by [KRS 14A.9-010](#) to obtain a certificate of authority to transact business in the Commonwealth ("certificate") from the Secretary of State under [KRS 14A.9-030](#) unless the person produces the certificate within fourteen (14) days of the bid or proposal opening. If the foreign entity is not required to obtain a certificate as provided in [KRS 14A.9-010](#), the foreign entity should identify the applicable exception. Foreign entity is defined within [KRS 14A.1-070](#).

**For all foreign entities required to obtain a certificate of authority to transact business in the Commonwealth, if a copy of the certificate is not received by the contracting agency within the time frame identified above, the foreign entity's solicitation response shall be deemed non-responsive or the awarded contract shall be cancelled.**

Businesses can register with the Secretary of State at <https://secure.kentucky.gov/sos/ftbr/welcome.aspx>.

### **SPECIAL NOTE FOR PROJECT QUESTIONS DURING ADVERTISEMENT**

Questions about projects during the advertisement should be submitted in writing to the Division of Construction Procurement. This may be done by fax (502) 564-7299 or email to [kytc.projectquestions@ky.gov](mailto:kytc.projectquestions@ky.gov). The Department will attempt to answer all submitted questions. The Department reserves the right not to answer if the question is not pertinent or does not aid in clarifying the project intent.

The deadline for posting answers will be 3:00 pm Eastern Daylight Time, the day preceding the Letting. Questions may be submitted until this deadline with the understanding that the later a question is submitted, the less likely an answer will be able to be provided.

The questions and answers will be posted for each Letting under the heading "Questions & Answers" on the Construction Procurement website ([www.transportation.ky.gov/contract](http://www.transportation.ky.gov/contract)). The answers provided shall be considered part of this Special Note and, in case of a discrepancy, will govern over all other bidding documents.

### **ACCESS TO RECORDS**

The contractor, as defined in KRS 45A.030 (9) agrees that the contracting agency, the Finance and Administration Cabinet, the Auditor of Public Accounts, and the Legislative Research Commission, or their duly authorized representatives, shall have access to any books, documents, papers, records, or other evidence, which are directly pertinent to this contract for the purpose of financial audit or program review. Records and other prequalification information confidentially disclosed as part of the bid process shall not be deemed as directly pertinent to the contract and shall be exempt from disclosure as provided in KRS 61.878(1)(c). The contractor also recognizes that any books, documents, papers, records, or other evidence, received during a financial audit or program review shall be subject to the Kentucky Open Records Act, KRS 61.870 to 61.884.

In the event of a dispute between the contractor and the contracting agency, Attorney General, or the Auditor of Public Accounts over documents that are eligible for

production and review, the Finance and Administration Cabinet shall review the dispute and issue a determination, in accordance with Secretary's Order 11-004. (See attachment)

10/18/2011



**Steven L. Beshear**  
Governor

Commonwealth of Kentucky  
Finance and Administration Cabinet  
**OFFICE OF THE SECRETARY**  
Room 383, Capitol Annex  
702 Capital Avenue  
Frankfort, KY 40601-3462  
(502) 564-4240  
Fax (502) 564-6785

**Lori H. Flanery**  
Secretary

## **SECRETARY'S ORDER 11-004**

### **FINANCE AND ADMINISTRATION CABINET**

#### **Vendor Document Disclosure**

**WHEREAS**, in order to promote accountability and transparency in governmental operations, the Finance and Administration Cabinet believes that a mechanism should be created which would provide for review and assistance to an Executive Branch agency if said agency cannot obtain access to documents that it deems necessary to conduct a review of the records of a private vendor that holds a contract to provide goods and/or services to the Commonwealth; and

**WHEREAS**, in order to promote accountability and transparency in governmental operations, the Finance and Administration Cabinet believes that a mechanism should be created which would provide for review and assistance to an Executive Branch agency if said agency cannot obtain access to documents that it deems necessary during the course of an audit, investigation or any other inquiry by an Executive Branch agency that involves the review of documents; and

**WHEREAS**, KRS 42.014 and KRS 12.270 authorizes the Secretary of the Finance and Administration Cabinet to establish the internal organization and assignment of functions which are not established by statute relating to the Finance and Administration Cabinet; further, KRS Chapter 45A.050 and 45A.230 authorizes the Secretary of the Finance and Administration Cabinet to procure, manage and control all supplies and services that are procured by the Commonwealth and to intervene in controversies among vendors and state agencies; and

**NOW, THEREFORE**, pursuant to the authority vested in me by KRS 42.014, KRS 12.270, KRS 45A.050, and 45A.230, I, Lori H. Flanery, Secretary of the Finance and Administration Cabinet, do hereby order and direct the following:

- I. Upon the request of an Executive Branch agency, the Finance and Administration Cabinet ("FAC") shall formally review any dispute arising where the agency has requested documents from a private vendor that holds a state contract and the vendor has refused access to said documents under a claim that said documents are not directly pertinent or relevant to the agency's inquiry upon which the document request was predicated.
- II. Upon the request of an Executive Branch agency, the FAC shall formally review any situation where the agency has requested documents that the agency deems necessary to



conduct audits, investigations or any other formal inquiry where a dispute has arisen as to what documents are necessary to conclude the inquiry.

- III. Upon receipt of a request by a state agency pursuant to Sections I & II, the FAC shall consider the request from the Executive Branch agency and the position of the vendor or party opposing the disclosure of the documents, applying any and all relevant law to the facts and circumstances of the matter in controversy. After FAC's review is complete, FAC shall issue a Determination which sets out FAC's position as to what documents and/or records, if any, should be disclosed to the requesting agency. The Determination shall be issued within 30 days of receipt of the request from the agency. This time period may be extended for good cause.
- IV. If the Determination concludes that documents are being wrongfully withheld by the private vendor or other party opposing the disclosure from the state agency, the private vendor shall immediately comply with the FAC's Determination. Should the private vendor or other party refuse to comply with FAC's Determination, then the FAC, in concert with the requesting agency, shall effectuate any and all options that it possesses to obtain the documents in question, including, but not limited to, jointly initiating an action in the appropriate court for relief.
- V. Any provisions of any prior Order that conflicts with the provisions of this Order shall be deemed null and void.

**SPECIAL NOTE FOR RECIPROCAL PREFERENCE**

**Reciprocal preference to be given by public agencies to resident bidders**

**By reference, KRS 45A.490 to 45A.494 are incorporated herein and in compliance regarding the bidders residency. Bidders who want to claim resident bidder status should complete the Affidavit for Claiming Resident Bidder Status along with their bid in the Expedite Bidding Program. Submittal of the Affidavit should be done along with the bid in Bid Express.**

03/01/2011

**DEFERRED PAYMENT:** The successful bidder on this project may request a work order with an effective date prior to June 15, 2012. The successful bidder must make the request in writing to the Department. The Department will issue a work order at the request of the contractor with the distinct understanding that payment for any Work Performed Estimates may be delayed until July 15, 2012. Unless the successful bidder requests an earlier work order date, the Department will issue a work order on June 15, 2012 for this project.

#### **SURFACING AREAS (US 25)**

The Department estimates the mainline surfacing width to vary 25-58 feet.

The Department estimates the total mainline area to be surfaced to be 23,971 square yards.

The Department estimates the shoulder width to vary 0-1 feet on each side.

The Department estimates the total shoulder area to be surfaced to be 1,686 square yards.

#### **SURFACING AREAS (KY 1017 BOONE COUNTY)**

The Department estimates the mainline surfacing width to vary 16-105 feet.

The Department estimates the total mainline area to be surfaced to be 38,889 square yards.

The Department estimates the shoulder width to vary 0-1 feet on each side.

The Department estimates the total shoulder area to be surfaced to be 2,120 square yards.

#### **SURFACING AREAS (KY 1017 KENTON COUNTY)**

The Department estimates the mainline surfacing width to vary 30-38 feet.

The Department estimates the total mainline area to be surfaced to be 7,351 square yards.

The Department estimates the shoulder width to vary 0-3 feet on each side.

The Department estimates the total shoulder area to be surfaced to be 1,140 square yards.

#### **ASPHALT MIXTURE**

Unless otherwise noted, the Department estimates the rate of application for all asphalt mixtures to be 110 lbs/sy per inch of depth.

#### **DGA BASE FOR SHOULDERS (US 25)**

Unless otherwise noted, the Department estimates the rate of application for DGA Base for Shoulders to be 115 lbs/sy per inch of depth. The Department will not measure necessary grading and/or shaping of existing shoulders prior to placing of DGA Base, but shall be incidental to the Contract unit price per ton for DGA Base.

Accept payment at the Contract unit price per ton as full compensation for all labor, materials, equipment, and incidentals for grading and/or shaping of existing shoulders and furnishing, placing, and compacting the DGA Base.

#### **INCIDENTAL SURFACING**

The Department has included in the quantities of asphalt mixtures established in the proposal estimated quantities required for resurfacing or surfacing mailbox turnouts, farm field entrances, residential and commercial entrances, curve widening, ramp gores and tapers, and road and street approaches, as applicable. Pave these areas to the limits as shown on Standard Drawing RPM-110-05 or as directed by the Engineer. In the event signal detectors are present in the intersecting streets or roads, pave the crossroads to the right of way limit or back of the signal detector, whichever is the farthest back of the mainline. Surface or resurface these areas as directed by the Engineer. The Department will not measure placing and compacting for separate payment but shall be incidental to the Contract unit price for the asphalt mixtures.

#### **FUEL AND ASPHALT PAY ADJUSTMENT**

The Department has included the Contract items Asphalt Adjustment and Fuel Adjustment for possible future payments at an established Contract unit price of \$1.00. The Department will calculate actual adjustment quantities after work is completed. If existing Contract amount is insufficient to pay all items on the contract with the adjustments, the Department will establish additional

monies with a change order.

**OPTION A**

Be advised that the Department will accept compaction of asphalt mixtures furnished for driving lanes and ramps, at 1 inch (25mm) or greater, on this project according to OPTION A in accordance with Section 402 and Section 403 of the current Standard Specifications. The Department will require joint cores as described in Section 402.03.02 for surface mixtures only. The Department will accept compaction of all other asphalt mixtures according to OPTION B.

## **SPECIAL NOTE FOR AWARD OF CONTRACT**

Contrary to Section 103.02, the Department may hold the Bid Proposals of any or all bidders for a period not to exceed 90 calendar days for final disposition of award. The Department may hold the Bid Proposal of the lowest bidder longer than 90 calendar days if the bidder concurs.

Contrary to Section 103.04, The Department will hold the Proposal Guaranty of the lowest bidder and the Proposal Guaranty of the second lowest bidder, as determined by the Commissioner, until the Department awards the Contract and executes and approves the Contract and bond of the successful bidder, or until the Department rejects all Bid Proposals. If the Department does not make an award within 90 calendar days, the Department will return all Proposal Guaranties.

Except as provided in this note or elsewhere in the proposal, the Department will apply all other applicable portions of Section 103.

1-3002 Award of Contract  
01/02/2012

## **COORDINATION OF WORK WITH OTHER CONTRACTS**

Be advised, there may be an active project(s) adjacent to or within this project. The Engineer will coordinate the work of the Contractors. See Section 105.06.

1-3193 Coordination Contracts  
01/02/2012

## SPECIAL NOTE FOR PAVEMENT WEDGE AND SHOULDER MONOLITHIC OPERATION

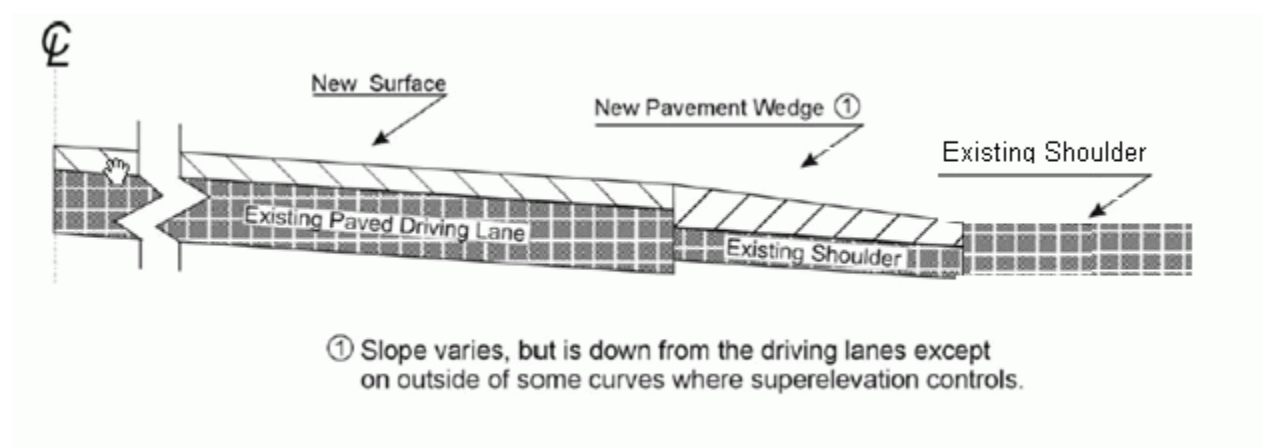
**1.0 MATERIALS.** Provide an Asphalt Surface Mixture conforming to Section 403 of the Standard Specifications, as applicable to the project, for the pavement wedge.

**2.0 CONSTRUCTION.** Place the specified Asphalt Surface Mixture on shoulders monolithically with the driving lane. Prime the existing shoulder with tack material as the Engineer directs before placing the wedge. Construct according to Section 403.03 of the Standard Specifications.

Equip the paver with a modified screed that extends the full width of the wedge being placed and is tapered to produce a wedge. Obtain the Engineer's approval of the modified screed before placing shoulder wedge monolithically with the driving lane.

The wedge may vary in thickness at the edge of the milled area in the shoulder. If the area to receive the shoulder wedge is milled prior to placement, during rolling operations pinch the outside edge of the new inlay wedge to match the existing shoulder elevation not being resurfaced. Unless required otherwise by the Contract, construct rolled or sawed rumble strips according to Section 403.03.08, as applicable.

The following sketch is primarily for the computation of quantities; however, the wedge will result in a similar cross-section where sufficient width exists. Do not construct a shoulder for placing the wedge unless specified elsewhere in the Contract.



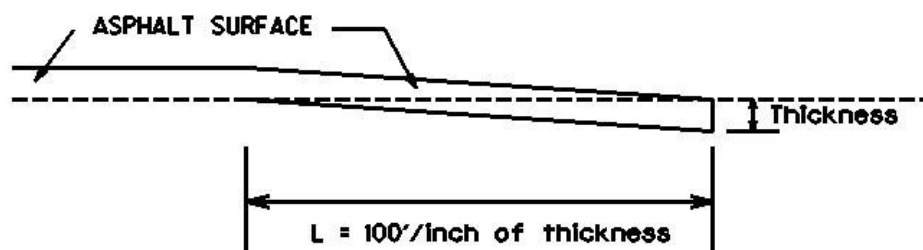
**3.0 MEASUREMENT.** The Department will measure Asphalt Surface Mixture placed as the pavement wedge according to Section 403.

**4.0 PAYMENT.** The Department will make payment for the completed and accepted quantities of Asphalt Surface Mixtures on pavement wedges according to Section 403.

**SPECIAL NOTE FOR EDGE KEY**  
**(FD05 008 1017 001-004)**  
**(FD05 059 1017 000-001)**

Construct Edge Keys at the beginning of project, end of project, at railroad crossings, and at ramps, as applicable. Unless specified in the Contract or directed by the Engineer, do not construct edge keys at intersecting streets, roads, alleys, or entrances. Cut out the existing asphalt surface to the required depth and width shown on the drawing and heel the new surface into the existing surface. The Department will make payment for this work at the Contract unit price per ton for Asphalt Pavement Milling and Texturing, which shall be full compensation for all labor, materials, equipment, and incidentals for removal and disposal of the existing asphalt surface required to construct the edge key.

**EDGE KEY**



**Thickness = 1.25 Inches**

**L = 125 LF**

**L= Length of Edge Key**



**SPECIAL NOTE FOR  
ASPHALT MILLING AND TEXTURING  
(FD05 008 0025 007-010)  
(FD05 008 1017 001-004)**

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until completed. If paving operations are not begun within this time period, the Department will assess liquidated damages at the rate prescribed by Section 108.09 until such time as paving operations are begun.

Contrary to Section 408, the Department will retain possession of the material obtained from the milling operations. Deliver this material to the State Maintenance facility in BOONE County. The Contractor, at his option, may elect to keep this material at an agreed cost of \$7.50 per ton. If the Contractor elects this option, the Department will deduct the cost for this material from money due on the Contract.

**NOTICE TO CONTRACTOR: The Department considers transfer of millings to the state maintenance facility to be a part of the construction project, therefore truck operators are subject to receiving prevailing wages.**

1-3526 48hours contractor option \$7.50  
01/2/2012

**SPECIAL NOTE FOR  
ASPHALT MILLING AND TEXTURING  
(FD05 059 1017 000-001)**

Begin paving operations within **48 hours** of commencement of the milling operation. Continue paving operations continuously until completed. If paving operations are not begun within this time period, the Department will assess liquidated damages at the rate prescribed by Section 108.09 until such time as paving operations are begun.

Contrary to Section 408, the Department will retain possession of the material obtained from the milling operations. Deliver this material to the State Maintenance facility in KENTON County. The Contractor, at his option, may elect to keep this material at an agreed cost of \$7.50 per ton. If the Contractor elects this option, the Department will deduct the cost for this material from money due on the Contract.

**NOTICE TO CONTRACTOR: The Department considers transfer of millings to the state maintenance facility to be a part of the construction project, therefore truck operators are subject to receiving prevailing wages.**

1-3526 48hours contractor option \$7.50  
01/2/2012

### **SPECIAL NOTE FOR BASE FAILURE REPAIR**

Repair locations listed on the summary are approximate only. The Engineer will determine actual repair locations before the resurfacing begins. In areas scheduled to be milled and textured, mill and texture 6 inches of additional existing asphalt pavement at the specified locations. In areas scheduled to receive an overlay only, mill and texture to a depth of 6 inches below the existing asphalt pavement at the specified locations.

Backfill the milled area with two (2) - 3 inch lifts of CL4 ASPH BASE 1.00D PG76-22 up to the milled or existing pavement surface elevation. Compact the asphalt base to the compaction required in Section 403. Seal the asphalt base with leveling and wedging. Perform all base failure repairs in such a manner that removal and replacement are completed on the same day. Do this work as one of the Contractor's first operations in order to allow further compaction by traffic. Do not place new asphalt surface over repaired base failure areas until a minimum of 7 days has elapsed after placement of the final course of asphalt base. Prior to constructing the new asphalt surface, level and wedge any settlement of the repair areas.

The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and no claim will be considered for additional compensation of the materials encountered that are not in accord with the classification shown.

Payment at the Contract unit prices per ton "Asphalt Milling and Texturing", "CL4 ASPH BASE 1.00D PG76-22" and for "Leveling and Wedging" shall be full compensation for all labor, materials, equipment, and incidentals for removing pavement, furnishing and placing asphalt base, leveling and wedging, and all other items necessary to complete the work to the satisfaction of the Engineer.

### **SPECIAL NOTE FOR TYPICAL SECTION DIMENSIONS**

Consider the dimensions shown on the typical sections for pavement and shoulder widths and thickness' to be nominal or typical dimensions. The Engineer may direct or approve varying the actual dimensions to be constructed to fit existing conditions. Do not widen existing pavement or shoulders unless specified elsewhere in this proposal or directed by the engineer.

1-3725 Typical Section Dimensions  
01/02/2012

## TRAFFIC CONTROL PLAN

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### TRAFFIC CONTROL GENERAL

Except as provided herein, maintain and control traffic in accordance with the Standard and Supplemental Specifications and the Standard and Sepia Drawings, current editions. Except for the roadway and traffic control bid items listed, all items of work necessary to maintain and control traffic will be paid at the lump sum bid price to "Maintain and Control Traffic".

Contrary to Section 106.01, furnish new, or used in like new condition, traffic control devices at the beginning of the work and maintain in like new condition until completion of the work.

### PROJECT PHASING & CONSTRUCTION PROCEDURES

Do not erect lane closures on the following days:

|                                 |                      |
|---------------------------------|----------------------|
| May 26 – May 28, 2012           | Memorial Day Weekend |
| July 4, 2012                    | Independence Day     |
| September 1 – September 3, 2012 | Labor Day Weekend    |

Maintain all lanes open to traffic and perform no work during the following hours:

|                                     |                         |
|-------------------------------------|-------------------------|
| <u>6:00</u> a.m. – <u>6:00</u> p.m. | Monday through Thursday |
| <u>6:00</u> a.m. – <u>6:00</u> p.m. | Friday                  |

The Engineer may permit minor operations that do not require a lane closure and cause little disruption to traffic between the hours of 9:00 a.m. to 3:00 p.m.

The Engineer may specify additional days and hours when lane closures will not be allowed.

At locations with three or more lanes, maintain one lane of traffic in each direction at all times during construction. At locations with two lanes, maintain alternating one way traffic during construction. Provide a minimum clear lane width of 11 feet; however, provide for passage of vehicles of up to 16 feet in width. If traffic should be stopped due to construction operations, and a school bus on an official run arrives on the scene, make provisions for the passage of the bus as quickly as possible.

The Department will allow night work on this project. Obtain the Engineer's approval of the method of lighting prior to performing night work.

Take these restrictions into account in submitting bid. The Department will not consider any claims for money or grant contract time extensions for any delays to the Contractor as a result of these restrictions.

Traffic Control Plan  
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## **LANE CLOSURES**

Do not leave lane closures in place during non-working hours.

## **SIGNS**

Contrary to section 112.04.02, only long term signs (signs intended to be continuously in place for more than 3 days) will be measured for payment; short term signs (signs intended to be left in place for 3 days or less) will not be measured for payment but will be incidental to Maintain and Control Traffic.

## **CHANGEABLE MESSAGE SIGNS**

Provide changeable message signs in advance of and within the project at locations determined by the Engineer. If work is in progress concurrently in both directions or if more than one lane closure is in place in the same direction of travel, provide additional changeable message signs as directed by the Engineer. Place changeable message signs one mile in advance of the anticipated queue at each lane closure. As the actual queue lengthens and/or shortens, relocate or provide additional changeable message signs so that traffic has warning of slowed or stopped traffic at least one mile but not more than two miles before reaching the end of the actual queue. The Engineer may vary the designated locations as the work progresses. The Engineer will determine the messages to be displayed. In the event of damage or mechanical/electrical failure, repair or replace the Changeable Message Sign within 24 hours. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Changeable Message Signs only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Changeable Message Signs or for signs the Engineer directs be replaced due to poor condition or readability. Retain possession of the Changeable Message Signs upon completion of the work.

## **ARROW PANELS**

Use arrow panels as shown on the Standard Drawings or as directed by the Engineer. The Department will measure for payment the maximum number of arrow panels in concurrent use at the same time on a single day on all sections of the contract. The Department will measure for payment the maximum number of Changeable Message Signs in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual Arrow Panels only once for payment, regardless of how many times they are set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged Arrow Panels or for panels signs the Engineer directs be replaced due to poor condition or readability for payment. Retain possession of the Arrow Panels upon completion of the work.

Traffic Control Plan  
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## **TEMPORARY ENTRANCES**

The Engineer will not require the Contractor to provide continuous access to farms, single family, duplex, or triplex residential properties during working hours; however, provide reasonable egress and ingress to each such property when actual operations are not in progress at that location. Limit the time during which a farm or residential entrance is blocked to the minimum length of time required for actual operations, not extended for the Contractor's convenience, and in no case exceeding six (6) hours. Notify all residents twenty-four hours in advance of any driveway or entrance closings and make any accommodations necessary to meet the access needs of disabled residents.

Except as allowed by the Phasing as specified above, maintain direct access to all side streets and roads, schools, churches, commercial properties and apartments or apartment complexes of four or more units at all times.

The Department will measure asphalt materials required to construct and maintain any temporary entrances which may be necessary to provide temporary access; however, the Department will not measure aggregates, excavation, and/or embankment, but shall be incidental to Maintain and Control Traffic. The Engineer will determine the type of surfacing material, asphalt or aggregate, to be used at each entrance.

## **TRAFFIC SIGNAL LOOPS**

Install traffic signal loops according to the Special Notes for Traffic Signal Loop Replacement. Coordinate the placement of the loops with the Engineer.

## **THERMOPLASTIC INTERSECTION MARKINGS**

Consider the locations listed on the summary as approximate only. Prior to milling and/or resurfacing, locate and document the locations of the existing markings. After resurfacing, replace the markings at their approximate existing locations or as directed by Engineer. Place markings not existing prior to resurfacing as directed by the Engineer.

## **BARRICADES**

The Department will not measure barricades used in lieu of barrels and cones for channelization or delineation, but shall be incidental to Maintain and Control Traffic according to Section 112.04.01.

The Department will measure barricades used to protect pavement removal areas in individual units. Each. The Department will measure for payment the maximum number of barricades in concurrent use at the same time on a single day on all sections of the contract. The Department will measure individual barricades only once for payment, regardless of how many times they are

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set, reset, removed, and relocated during the duration of the project. The Department will not measure replacements for damaged barricades the Engineer directs to be replaced due to poor condition or reflectivity. Retain possession of the Barricades upon completion of the work.

## **PAVEMENT MARKINGS**

If there is to be a deviation from the existing striping plan, the Engineer will furnish the Contractor a striping plan prior to placement of the final surface course. Install Temporary Striping according to Section 112 with the following exceptions:

1. Include edge lines in Temporary Striping; and
2. Place Temporary or Permanent Striping before opening a lane to traffic; and
3. If the Contractor's operations or phasing requires temporary markings that must subsequently be removed from the final surface course, use an approved removable lane tape; however, the Department will not measure removable lane tape for separate payment, but will measure and pay for removable lane tape as temporary striping.

## **PAVEMENT EDGE DROP-OFFS**

Do not allow a pavement edge between opposing directions of traffic or lanes that traffic is expected to cross in a lane change situation with an elevation difference greater than 1½". Place Warning signs (MUTCD W8-11 or W8-9A) in advance of and at 1500' intervals throughout the drop-off area. Dual post the signs on both sides of the traveled way. Wedge all transverse transitions between resurfaced and unresurfaced areas which traffic may cross with asphalt mixture for leveling and wedging. Remove the wedges prior to placement of the final surface course.

Protect pavement edges that traffic is not expected to cross, except accidentally, as follows:

Less than 2" - No protection required.

2" to 4" - Place plastic drums, vertical panels, or barricades every 50 feet. During daylight working hours only, the Engineer will allow the Contractor to use cones in lieu of plastic drums, panels, and barricades. Wedge the drop-off with DGA or asphalt mixture for leveling and wedging with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Greater than 4' - Protect drop-offs greater than 4 inches within 10 feet of traffic by placing drums, vertical panels, or barricades every 25 feet. The Engineer will not allow the use of cones in lieu of drums, vertical panels, or barricades for drop-offs greater than 4". Place Type III Barricades directly in front of the drop-off facing on coming traffic in both directions of travel. Provide warning signs as shown on the Standard Drawings or as directed by the Engineer



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Base Failures - Place plastic drums, vertical panels, or barricades every 25 feet. Cones may be used in place of plastic drums, panels, and barricades during daylight working hours. Place Type III barricades in front of open trench facing oncoming traffic in both directions. Backfill trench with asphalt base the same day it is excavated. Wedge with cuttings from trench with a 1:1 or flatter slope in daylight hours, or 3:1 or flatter slope during nighttime hours, when work is not active in the drop-off area.

Pedestrians & Bicycles - Protect pedestrian and bicycle traffic as directed by the engineer.

## **USE AND PLACEMENT OF CHANGEABLE MESSAGE SIGNS**

The following policy is based upon current Changeable Message Signs (CMS) standards and practice from many sources, including the Federal Highway Administration (FHWA), other State Departments of Transportation, and Traffic Safety Associations. It is understood that each CMS installation or use requires individual consideration due to the specific location or purpose. However, there will be elements that are constant in nearly all applications. Accordingly these recommended guidelines bring a level of uniformity, while still being open to regional experience and engineering judgment.

### **Application**

The primary purpose of CMS is to advise the driver of unexpected traffic and routing situations. Examples of applications where CMS can be effective include:

- Closures (road, lane, bridge, ramp, shoulder, interstate)
- Changes in alignment or surface conditions
- Significant delays, congestion
- Construction/maintenance activities (delays, future activities)
- Detours/alternative routes
- Special events with traffic and safety implications
- Crash/incidents
- Vehicle restrictions (width, height, weight, flammable)
- Advance notice of new traffic control devices
- Real-time traffic conditions (must be kept up to date)
- Weather /driving conditions, environmental conditions, Roadway Weather Information Systems
- Emergency Situations
- Referral to Highway Advisory Radio (if available)
- Messages as approved by the County Engineer's Office

### **CMS should not be used for:**

- Replacement of static signs (e.g. road work ahead), regulatory signage (e.g. speed limits), pavement markings, standard traffic control devices, conventional warning or guide signs.
- Replacement of lighted arrow board
- Advertising (Don't advertise the event unless clarifying "action" to be taken by driver – e.g. Speedway traffic next exit)
- Generic messages
- Test messages (portable signs only)
- Describe recurrent congestion (e.g. rush hour)
- Public service announcements (not traffic related)

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### **Messages**

Basic principles that are important to providing proper messages and insuring the proper operation of a CMS are:

- Visible for at least ½ mile under ideal daytime and nighttime conditions
- Legible from all lanes a minimum of 650 feet
- Entire message readable twice while traveling at the posted speed
- Nor more than two message panels should be used (three panels may be used on roadways where vehicles are traveling less than 45 mph). A panel is the message that fits on the face of the sign without flipping or scrolling.
- Each panel should convey a single thought; short and concise
- Do not use two unrelated panels on a sign
- Do not use the sign for two unrelated messages
- Should not scroll text horizontally or vertically
- Should not contain both the words left and right
- Use standardized abbreviations and messages
- Should be accurate and timely
- Avoid filler/unnecessary words and periods (hazardous, a, an, the)
- Avoid use of speed limits
- Use words (not numbers) for dates

### **Placement**

Placement of the CMS is important to insure that the signs is visible to the driver and provides ample time to take any necessary action. Some of the following principles may only be applicable to controlled access roadways. The basic principles of placement for a CMS are:

- When 2 signs are needed, place on same side of roadway and at least 1,000 feet apart
- Place behind semi-rigid/rigid protection (guardrail, barrier) or outside of the clear zone
- Place 1,000 feet in advance of work zone; at least one mile ahead of decision point
- Normally place on right side of roadway; but should be placed closest to the affected lane so that either side is acceptable
- Signs should not be dual mounted (one on each side of roadway facing same direction)
- Point trailer hitch downstream
- Secure to immovable object to prevent thief (if necessary)
- Do not place in sags or just beyond crest
- Check for reflection of sun to prevent the blinding of motorist
- Should be turned ~3 degrees outward from perpendicular to the edge of pavement
- Bottom of sign should be 7 feet above the elevation of edge of roadway
- Should be removed when not in use
-

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### Standard Abbreviations

The following is a list of standard abbreviations to be used on CMS.

| <u>Word</u>         | <u>Abbrev.</u> | <u>Example</u>                           |
|---------------------|----------------|--|
| Access              | ACCS           | ACCIDENT AHEAD/USE ACCS RD<br>NEXT RIGHT |
| Alternate           | ALT            | ACCIDENT AHEAD/USE ALT RTE<br>NEXT RIGHT |
| Avenue              | AVE            | FIFTH AVE CLOSED/DETOUR<br>NEXT LEFT     |
| Blocked             | BLKD           | FIFTH AVE BLKD/MERGE LEFT                |
| Boulevard           | BLVD           | MAIN BLVD CLOSED/USE ALT RTE             |
| Bridge              | BRDG           | SMITH BRDG CLOSED/USE ALT<br>RTE         |
| Cardinal Directions | N, S, E, W     | N I75 CLOSED/ DETOUR EXIT 30             |
| Center              | CNTR           | CNTR LANE CLOSED/MERGE LEFT              |
| Commercial          | COMM           | OVRSZ COMM VEH/USE I275                  |
| Condition           | COND           | ICY COND POSSIBLE                        |
| Congested           | CONG           | HVY CONG NEXT 3 MI                       |
| Construction        | CONST          | CONST WORK AHEAD/EXPECT<br>DELAYS        |
| Downtown            | DWNTN          | DWNTN TRAF USE EX 40                     |
| Eastbound           | E-BND          | E-BND I64 CLOSED/DETOUR<br>EXIT 20       |
| Emergency           | EMER           | EMER VEH AHEAD/PREPARE TO<br>STOP        |
| Entrance, Enter     | EX, EXT        | DWNTN TRAF USE EX 40                     |
| Expressway          | EXPWY          | WTRSN EXPWY CLOSED/DETOUR<br>EXIT 10     |
| Freeway             | FRWY, FWY      | GN SYNDR FWY CLOSED/DETOUR<br>EXIT 15    |
| Hazardous Materials | HAZMAT         | HAZMAT IN ROADWAY/ALL TRAF<br>EXIT 25    |
| Highway             | HWY            | ACCIDENT ON AA HWY/EXPECT<br>DELAYS      |
| Hour                | HR             | ACCIDENT ON AA HWY/2 HR<br>DELAY         |
| Information         | INFO           | TRAF INFO TUNE TO 1240 AM                |
| Interstate          | I              | E-BND I64 CLOSED/DETOUR<br>EXIT 20       |
| Lane                | LN             | LN CLOSED/MERGE LEFT                     |
| Left                | LFT            | LANE CLOSED/MERGE LFT                    |
| Local               | LOC            | LOC TRAF USE ALT RTE                     |
| Maintenance         | MAINT          | MAINT WRK ON BRDG/SLOW                   |
| Major               | MAJ            | MAJ DELWAYS I75/USE ALT RTE              |

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|            |       |                                       |
|------------|-------|---------------------------------------|
| Mile       | MI    | ACCIDENT 3 MI AHEAD/ USE<br>ALT RTE   |
| Minor      | MNR   | ACCIDENT 3 MI MNR DELAY               |
| Minutes    | MIN   | ACCIDENT 3 MI/30 MIN DELAY            |
| Northbound | N-BND | N-BND I75 CLOSED/ DETOUR<br>EXIT 50   |
| Oversized  | OVRSZ | OVRSZ COMM VEH/USE I275<br>NEXT RIGHT |
| Parking    | PKING | EVENT PKING NEXT RGT                  |
| Parkway    | PKWY  | CUM PKWAY TRAF/DETOUR<br>EXIT 60      |
| Prepare    | PREP  | ACCIDENT 3 MIL/PREP TO STOP           |
| Right      | RGT   | EVENT PKING NEXT RGT                  |
| Road       | RD    | HAZMAT IN RD/ALL TRAF EXIT 25         |
| Roadwork   | RDWK  | RDWK NEXT 4 MI/POSSIBLE<br>DELAYS     |
| Route      | RTE   | MAJ DELAYS I75/USE ALT RTE            |
| Shoulder   | SHLDR | SHLDR CLOSED NEXT 5 MI                |
| Slippery   | SLIP  | SLIP COND POSSIBLE/ SLOW SPD          |
| Southbound | S-BND | S-BND I75 CLOSED/DETOUR<br>EXIT 50    |
| Speed      | SPD   | SLIP COND POSSIBLE/ SLOW SPD          |
| Street     | ST    | MAIN ST CLOSED/USE ALT RTE            |
| Traffic    | TRAF  | CUM PKWAY TRAF/DETOUR<br>EXIT 60      |
| Vehicle    | VEH   | OVRSZ COMM VEH/USE I275<br>NEXT RIGHT |
| Westbound  | W-BND | W-BND I64 CLOSED/DETOUR<br>EXIT 50    |
| Work       | WRK   | CONST WRK 2MI/POSSIBLE<br>DELAYS      |

Certain abbreviations are prone to inviting confusion because another word is abbreviated or could be abbreviated in the same way. DO NO USE THESE ABBREVIATIONS.

| <u>Abbrev.</u> | <u>Intended Word</u> | <u>Word Erroneously Given</u> |
|----------------|----------------------|-------------------------------|
| ACC            | Accident             | Access (Road)                 |
| CLRS           | Clears               | Colors                        |
| DLY            | Delay                | Daily                         |
| FDR            | Feeder               | Federal                       |
| L              | Left                 | Lane (merge)                  |
| LOC            | Local                | Location                      |
| LT             | Light (traffic)      | Left                          |
| PARK           | Parking              | Park                          |
| POLL           | Pollution (index)    | Poll                          |
| RED            | Reduce               | Red                           |
| STAD           | Stadium              | Standard                      |

|              |                      |                      |
|--------------|----------------------|----------------------|
| TEMP<br>WRNG | Temporary<br>Warning | Temperature<br>Wrong |
|--------------|----------------------|----------------------|

TYPICAL MESSAGES

The following is a list of typical messages used on CMS. The list consists of the reason or problem that you want the driver to be aware of and the action that you want the driver to take.

| <u>Reason/Problem</u>                | Action              |
|--------------------------------------|---------------------|
| ACCIDENT                             | ALL TRAFFIC EXIT RT |
| ACCIDENT/XX MILES                    | AVOID DELAY USE XX  |
| XX ROAD CLOSED                       | CONSIDER ALT ROUTE  |
| XX EXIT CLOSED                       | DETOUR              |
| BRIDGE CLOSED                        | DETOUR XX MILES     |
| BRIDGE/(SLIPPERY, ICE, ETC.)         | DO NOT PASS         |
| CENTER/LANE/CLOSED                   | EXPECT DELAYS       |
| DELAY(S), MAJOR/DELAYS               | FOLLOW ALT ROUTE    |
| DEBRIS AHEAD                         | KEEP LEFT           |
| DENSE FOG                            | KEEP RIGHT          |
| DISABLED/VEHICLE                     | MERGE XX MILES      |
| EMER/VEHICLES/ONLY                   | MERGE LEFT          |
| EVENT PARKING                        | MERGE RIGHT         |
| EXIT XX CLOSED                       | ONE-WAY TRAFFIC     |
| FLAGGER XX MILES                     | PASS TO LEFT        |
| FOG XX MILES                         | PASS TO RIGHT       |
| FREEWAY CLOSED                       | PREPARE TO STOP     |
| FRESH OIL                            | REDUCE SPEED        |
| HAZMAT SPILL                         | SLOW                |
| ICE                                  | SLOW DOWN           |
| INCIDENT AHEAD                       | STAY IN LANE        |
| LANES (NARROW, SHIFT, MERGE, ETC.)   | STOP AHEAD          |
| LEFT LANE CLOSED                     | STOP XX MILES       |
| LEFT LANE NARROWS                    | TUNE RADIO 1610 AM  |
| LEFT 2 LANES CLOSED                  | USE NN ROAD         |
| LEFT SHOULDER CLOSED                 | USE CENTER LANE     |
| LOOSE GRAVEL                         | USE DETOUR ROUTE    |
| MEDIAN WORK XX MILES                 | USE LEFT TURN LANE  |
| MOVING WORK ZONE, WORKERS IN ROADWAY | USE NEXT EXIT       |
| NEXT EXIT CLOSED                     | USE RIGHT LANE      |
| NO OVERSIZED LOADS                   | WATCH FOR FLAGGER   |
| NO PASSING                           |                     |
| NO SHOULDER                          |                     |
| ONE LANE BRIDGE                      |                     |

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PEOPLE CROSSING  
RAMP CLOSED  
RAMP (SLIPPERY, ICE, ETC.)  
RIGHT LANE CLOSED  
RIGHT LANE NARROWS  
RIGHT SHOULDER CLOSED  
ROAD CLOSED  
ROAD CLOSED XX MILES  
ROAD (SLIPPERY, ICE, ETC.)  
ROAD WORK  
ROAD WORK (OR CONSTRUCTION) (TONIGHT, TODAY, TOMORROW, DATE)  
ROAD WORK XX MILES  
SHOULDER (SLIPPERY, ICE, SOFT, BLOCKED, ETC.)  
NEW SIGNAL XX MILES  
SLOW 1 (OR 2) - WAY TRAFFIC  
SOFT SHOULDER  
STALLED VEHICLES AHEAD  
TRAFFIC BACKUP  
TRAFFIC SLOWS  
TRUCK CROSSING  
TRUCKS ENTERING  
TOW TRUCK AHEAD  
UNEVEN LANES  
WATER ON ROAD  
WET PAINT  
WORK ZONE XX MILES  
WORKERS AHEAD

## **SPECIAL NOTES FOR TRAFFIC SIGNAL LOOP DETECTORS**

Be advised, there are existing traffic signal loop detectors within the construction limits of the subject project. Notify the Engineer in writing, (2) weeks prior to beginning any work. Install and test the new signal loops according to the Special Notes for Traffic Signal Loop Replacement.

The Engineer will contact and maintain liaison with the District Traffic Engineer to coordinate any necessary work.

On projects that include milling of roadways with existing traffic signal loops and if after milling the remnant contents of the existing saw slot (grout, loop wires, backer rod, and/or loop sealant) are not intact and flush with or below the top of the milled portion of the asphalt and with the saw slot completely filled with fines from the milling operation, clear the saw slot of loose remnant contents and refill the saw slot with natural sand. Obtain the Engineer's approval of the stabilized saw slot prior to resurfacing. The Department will not measure for separate payment clearing the saw slot and refilling with natural sand, but shall be incidental to Asphalt Pavement Milling and Texturing.

1-3892 Traffic Signal Loops  
01/02/2012



## SPECIAL NOTES FOR TRAFFIC SIGNAL LOOP REPLACEMENT

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### I. DESCRIPTION.

Except as specified herein, perform traffic signal loop replacement in accordance with the Department's 2012 Standard and Supplemental Specifications and Standard and Sepia Drawings, current editions. Article references are to the Standard Specifications. Furnish all materials, labor, equipment, and incidentals for replacement of traffic signal loop installation(s) and all other work specified as part of this contract.

### II. MATERIALS.

Provide for materials to be sampled and tested in accordance with the Department's Sampling Manual. Make materials available for sampling a sufficient time in advance of the use of the materials to allow for the necessary time for testing, unless otherwise specified in these Notes.

**A. Maintain and Control Traffic.** See Traffic Control Plan.

**B. Loop Saw Slot and Fill.** Furnish loop sealant, backer rod, and non-shrink grout according to the Saw Slot Detail. Furnish  $\frac{3}{4}$ " rigid steel conduit according to the Loop Wire Transition Details.

**C. Conduit.** Furnish  $\frac{3}{4}$  inch,  $1\frac{1}{4}$  inch, and 2 inch rigid steel conduit, galvanized inside and out, conforming to the Underwriters' Laboratories requirements for rigid metallic conduit.

**D. Wire and Cable.** Furnish all wire and cable plainly marked in accordance with the provisions of the National Electrical Code. Furnish #14 AWG loop wire conforming to IMSA Specification 51-7. Furnish electrically shielded #14 AWG Stranded Paired Conductors loop lead-in cable conforming to IMSA Specification 19-2-1984.

Furnish durable, easily direct buried, and ultraviolet colorfast underground utility warning tape capable of withstanding years of underground burial conforming to the APWA-ULCC National Color Code with black lettering on a red background that continuously reads "CAUTION: ELECTRIC LINE BURIED BELOW" alternating with a "No Digging" symbol, with nominal dimensions of six (6) inches wide and seven (7) mils thick, a minimum tensile strength of 600 lbs./6" width, color code impregnated with alkali and acid stable, lead-free, organic pigments for direct burial, and nondistorting with no elongation.

**E. Junction Boxes.** Furnish Junction Boxes conforming to the Junction Box Type B Detail.

Traffic Signal Loop Replacement  
Page 2 of 8

### III. CONSTRUCTION METHODS.

**A. Maintain and Control Traffic.** See Traffic Control Plan.

**B. Loop Saw Slot and Fill.** Coordinate the work to ensure the loops are installed prior to any milling work being performed. Saw cut pavement according to the dimensions shown on the Loop Details. Do not cut out any sections of pavement by over-sawing any slot.

**C. Trenching and Backfilling.** Trench for conduit installation not under pavements as shown on the Depth of Conduit Detail. Obtain the Engineer's approval of the conduit installation prior to backfilling. Upon approval by the Engineer backfill the trench and place underground utility warning tape above the conduit as shown on the Depth of Conduit Detail. When backfilling trenches, place the backfill material in compacted lifts of 9 inches or less.

**D. Conduit.** Install rigid steel conduit encasement for all conductors except for overhead installations, where conductors are run inside poles or cabinets, and induction loop conductors sealed within pavements. Unless otherwise directed by the Engineer, install all conduit in conformance with National Electrical Code. The Department will allow bonded slip joints for joining rigid conduit to junction boxes. When a standard coupling cannot be used, use an approved threaded union coupling.

Ream all conduit ends to remove burrs and sharp edges. Paint damaged portions of the galvanized surfaces and untreated threads resulting from field cuts with an approved rust prohibitive paint. Ensure that conduit bends have a radius of not less than 12 times the nominal diameter of the conduit.

Lay conduit which will not be subjected to vehicular traffic as shown on the Depth of Conduit Detail at a depth of no less than 18 inches below grade. At crossings under roadway surfaces and shoulders, bore and jack conduit under existing pavement according to the Conduit Under Existing Pavement Detail at a depth of no less than 24 inches below grade. Do not cut any pavement without obtaining the Engineer's prior approval. Bond together conduit, junction boxes, metal poles, and control boxes throughout the system to ground rods by using grounding bushings as shown on the Typical Grounding Detail.

**E. Junction Boxes.** Obtain the Engineer's approval of the proposed junction box locations prior to excavation. Install junction boxes as shown on the Junction Box Type B Detail.

**F. Wire and Cable.** Remove existing lead-in cable and install specified wire or cable within conduit, saw slot, or overhead as required. Unless otherwise shown on the detail drawings, install all wiring in conformance with the National Electrical Code. Where more than one circuit is installed within the same conduit, affix permanent circuit identification numbers to the wires wherever the wiring emerges, including conduit junction boxes, pole bases, and control cabinets. Permanently label all wires within 6 inches of the input file.

## Traffic Signal Loop Replacement

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Install loop wire in sawed slots as shown on the Saw Slot detail. Install twisted loop lead in wire as shown on the Standard and Quadrapole Loop Details. Twist unshielded loop wiring in loop amplifier connector harness with three to five turns per foot.

Except for the connection of the loop wires to the loop lead-in wires, install all cable runs splice-free from the controller to each loop wire the cable is feeding. Splice loop wires shown as extended to poles or junction boxes into loop lead-in cable at the poles or boxes. Extend loop lead-in cable splice-free from pole or junction box to the controller. Install a separate lead-in cable for each loop; the Department will not accept multiple loops on the same lead-in cable. Place splices in such a manner as to minimize the possibility of water intrusion.

Make underground splices and splices in junction boxes and pole bases with butt splices using copper wire of the correct wire range soldered and encased in waterproof resin filled splicing kits. Use 3M Scotchcast splicing kits with Scotchcast #4 resin covered with 3M Mastic Pad and taped with a 3M brand #33 electrical tape, or approved equal. Cover at least 3 inches past each end of butt splice with the mastic pad. Encase each conductor, including ground, in a separate splice kit.

Consider the splicing specification listed herein to take precedence over any other splicing specifications listed in the Standard Specifications. Obtain the Engineer's approval for exceptions to splicing requirements prior to installation.

After completing the service and installation, conduct an operating test. Demonstrate that the system operates correctly. Ensure that induction loop conductor circuits test free of shorts and unauthorized grounds and have an insulating resistance of no less than 100 megohms when tested with a 500 volt direct current potential in a reasonably dry atmosphere between conductors and ground. The Department may also conduct its own tests with its own equipment before final acceptance.

**G. Final Dressing, Clean Up, and Seeding.** After all work is completed, clean work sites and all disturbed areas. Dispose of all waste and debris off the right of way at sites obtained by the Contractor at no additional cost to the Department. Sow all disturbed earthen areas with Seed Mix Type I.

**H. Property Damage.** Be responsible for all damage to public and/or private property resulting from the work. Upon completion of the work, restore all disturbed highway features and private property in like kind design and materials at no additional cost to the Department.

**I. On-Site Inspection.** Make a thorough inspection of the site prior to submitting bid and become thoroughly familiar with existing conditions so that the work can be expeditiously performed after a contract is awarded. The Department will consider submission of a bid as evidence of this inspection having been made. The Department will not honor any claims resulting from site conditions.

## Traffic Signal Loop Replacement

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**J. Right-of-Way Limits.** The Department has not established exact limits of Right-of-Way. Limit work activities to obvious Right-of-Way and work areas secured by the Department through Consent and Release of the adjacent property owners. Be responsible for all encroachments onto private lands.

**K. Utility Clearance.** Work around and do not disturb existing utilities. The Department does not anticipate that existing utilities will require relocation; however, if utility relocation is required, the utility companies will work concurrently with the Contractor while relocating their facilities.

**L. Caution.** Consider the information in this proposal and shown on the plans and the type of work listed herein to be approximate. Do not take the information to be an accurate evaluation of the materials and conditions to be encountered during construction. The bidder must draw his own conclusions as to the conditions encountered. The Department does not give any guarantee as to the accuracy of the data and will not consider any claims for additional compensation if the conditions encountered are not in accordance with the information shown.

**M. Control.** Perform all work under this contract under the absolute control of the Department of Highways. Obtain the Engineer's approval of all designs required to be furnished by the Contractor prior to incorporation into the work. The Department reserves the right to have other work performed by other contractors and its own forces and to permit public utility companies and others to do work during the construction within the limits of, or adjacent to, the project. Conduct operations and cooperate with such other parties so that interference with each other's work will be reduced to a minimum. By submitting bid, the Contractor agrees to make no claims against the Department for additional compensation due to delays or other conditions created by the operations of such other parties. Should a difference of opinion arise as to the rights of the Contractor and others working within the limits of, or adjacent to, the project, the Engineer will decide as to the respective rights of the various parties involved in order to assure the completion of the work in general harmony and in a satisfactory manner, and his decision shall be final and binding upon the Contractor.

## IV. MEASUREMENT.

The Department will measure for payment only the bid items listed. All other items required to complete the construction shall be incidental to the bid items listed.

**A. Maintain and Control Traffic.** See Traffic Control Plan.

**B. Conduit.** Other than the ¾" conduit referenced in the Loop Wire Transition Details, the Department will measure conduit of each type in linear feet. The Department will not measure fittings, expansion joints, grounding wire and bushings, clamps, and weather heads for separate payment, but shall be incidental to the Conduit.

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**C. Junction Box Type B.** The Department will measure Type B Junction Boxes in individual units each. The Department will not measure hardware, bushings, excavation, #57 aggregate, backfilling, restoration of disturbed areas, and seeding and protection for separate payment, but shall be incidental to the Junction Box.

**D. Trenching and backfilling.** The Department will measure Trenching and Backfilling in linear feet. The Department will not measure excavation, backfilling materials, underground utility warning tape, restoration of disturbed areas, and seeding and protection for separate payment, but shall be incidental to Trenching and Backfilling.

**E. Wire and Cable.** The Department will measure wire and cable of each type after twisting in linear feet. The department will not measure twisting, splices, butt splicing materials, and splice boots; cable rings or other hardware required for installing cable; and removal of existing lead-in cable for separate payment, but shall be incidental to the wire or cable.

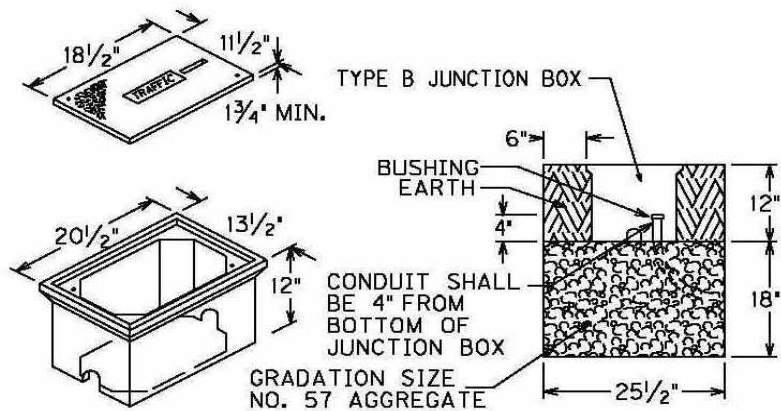
**F. Loop Saw Slot and Fill.** The Department will measure Loop Saw Slot and Fill in linear feet. The Department will not measure sawing, cleaning saw slot, loop sealant, backer rod, non-shrink grout, and the ¾" conduit referenced in the Loop Wire Transition details for separate payment, but shall be incidental to Loop Saw Slot and Fill.

**V. PAYMENT.** The Department will make payment for the completed and accepted quantities under the following:

| <u>Code</u> | <u>Pay Item</u>           | <u>Pay Unit</u> |
|-------------|---------------------------|-----------------|
| 04793       | Conduit 1¼"               | Linear Foot     |
| 04795       | Conduit 2"                | Linear Foot     |
| 04811       | Junction Box Type B       | Each            |
| 04820       | Trenching and Backfilling | Linear Foot     |
| 04830       | Loop Wire                 | Linear Foot     |
| 04850       | Cable-No. 14/1 Pair       | Linear Foot     |
| 04895       | Loop Saw Slot and Fill    | Linear Foot     |

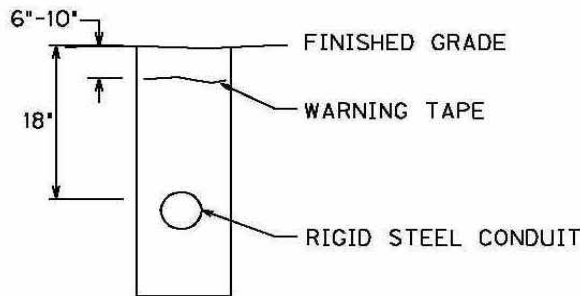
The Department will consider payment as full compensation for all work required under these notes and the Standard Specifications.

Traffic Signal Loop Replacement  
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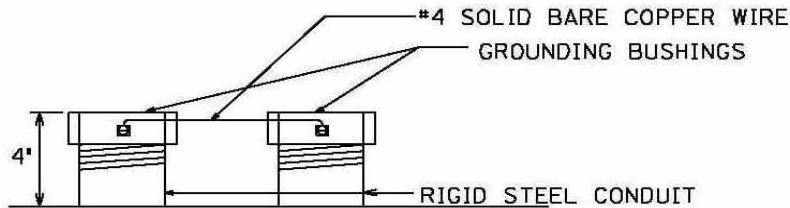


JUNCTION BOXES SHALL CONFORM TO ANSI/SCTE 77 "SPECIFICATIONS FOR UNDERGROUND ENCLOSURE INTEGRITY" FOR TIER 15. COVERS SHALL HAVE A MINIMUM COEFFICIENT OF FRICTION OF 0.05 IN ACCORDANCE WITH ASTM C1028, SHALL BE MARKED "TRAFFIC" AND BE ATTACHED WITH 3/8" STAINLESS HEX BOLTS. JUNCTION BOXES SHALL BE INSTALLED FLUSH WITH FINISHED GRADE.

JUNCTION BOX TYPE B

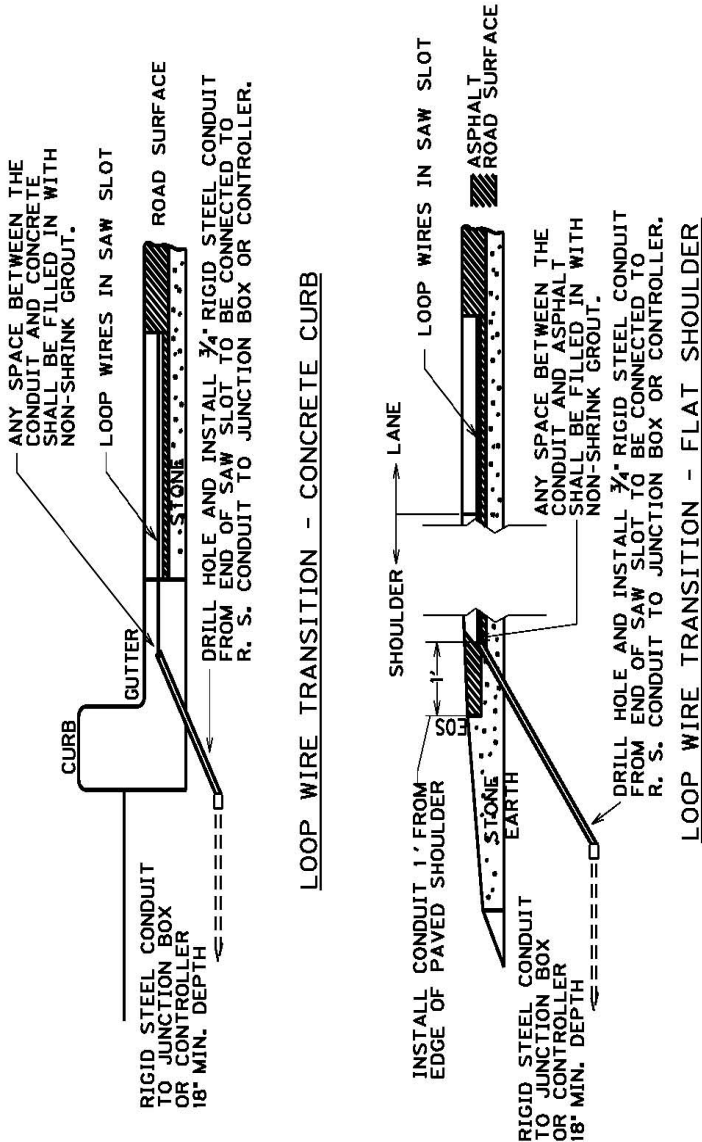
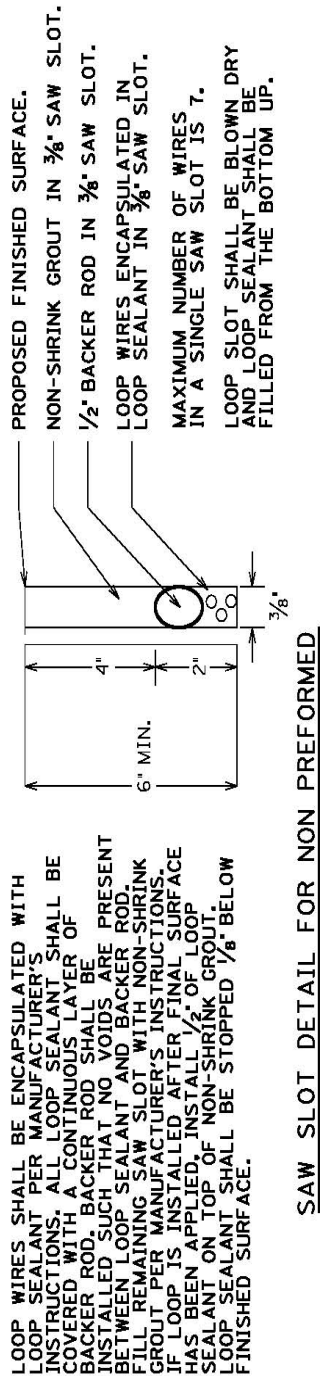


DEPTH OF CONDUIT

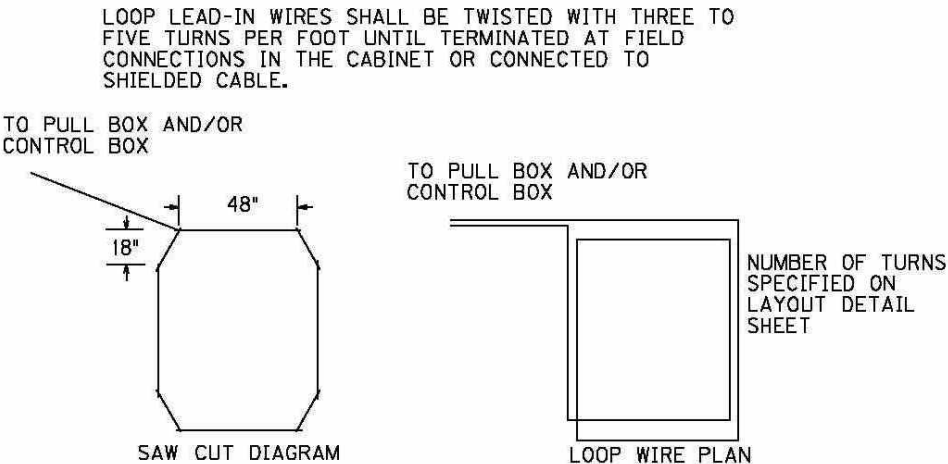
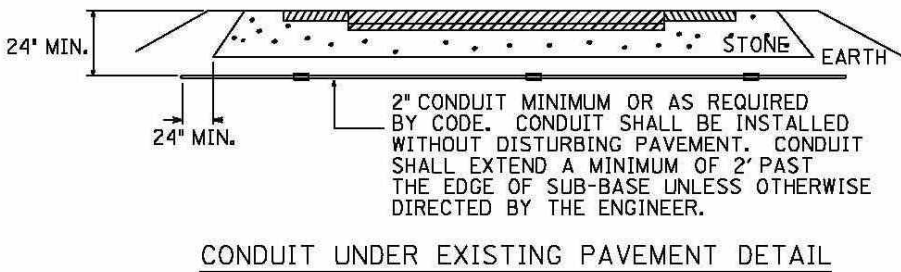


TYPICAL GROUNDING DETAIL

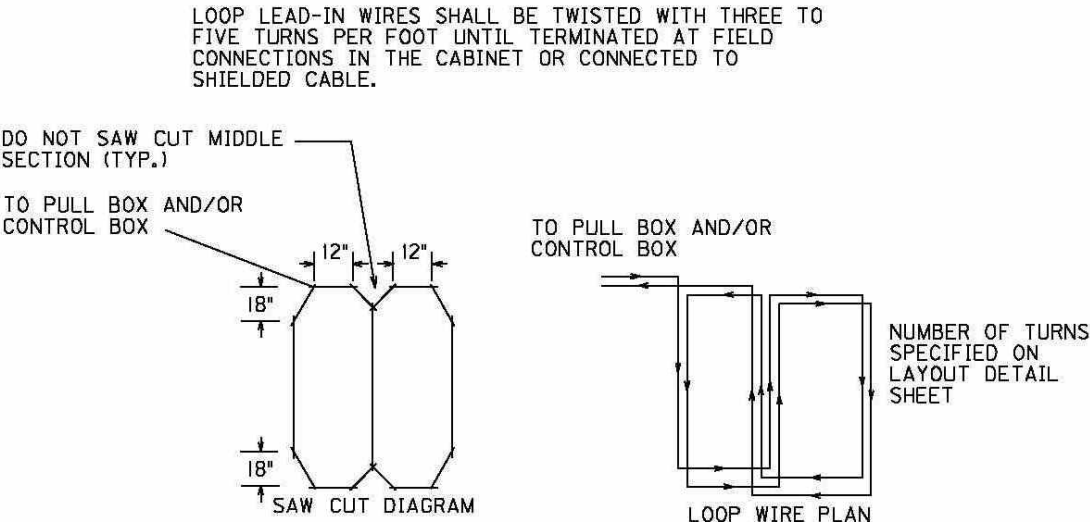
Traffic Signal Loop Replacement  
Page 7 of 8



Traffic Signal Loop Replacement  
Page 8 of 8



STANDARD LOOP  
\*ALL 6'x6' LOOPS SHALL BE STANDARD



QUADRAPOLE LOOP  
\*ALL 6'x30' LOOPS SHALL BE QUADRAPOLE

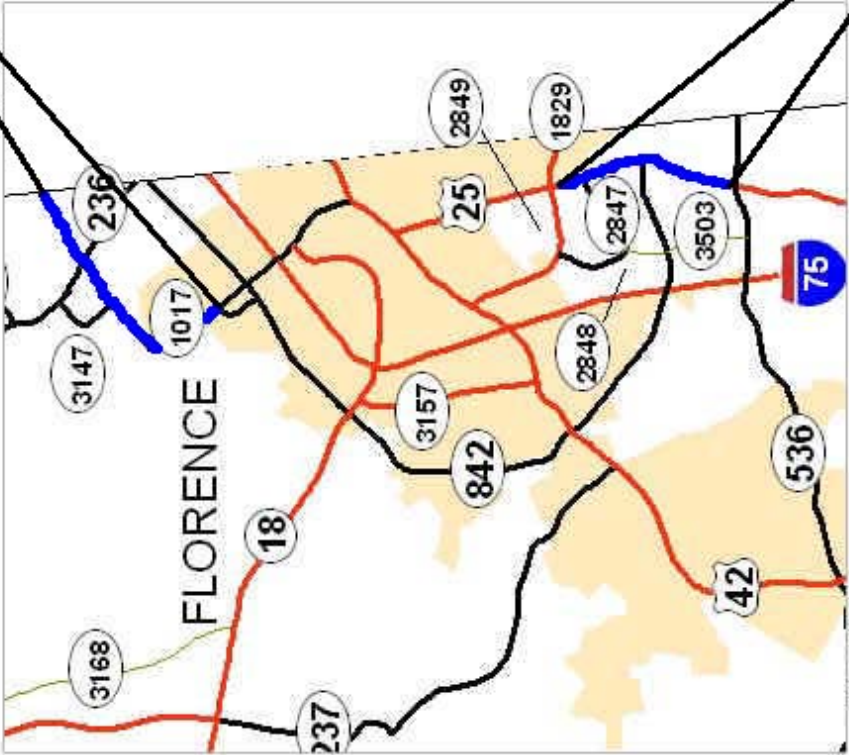
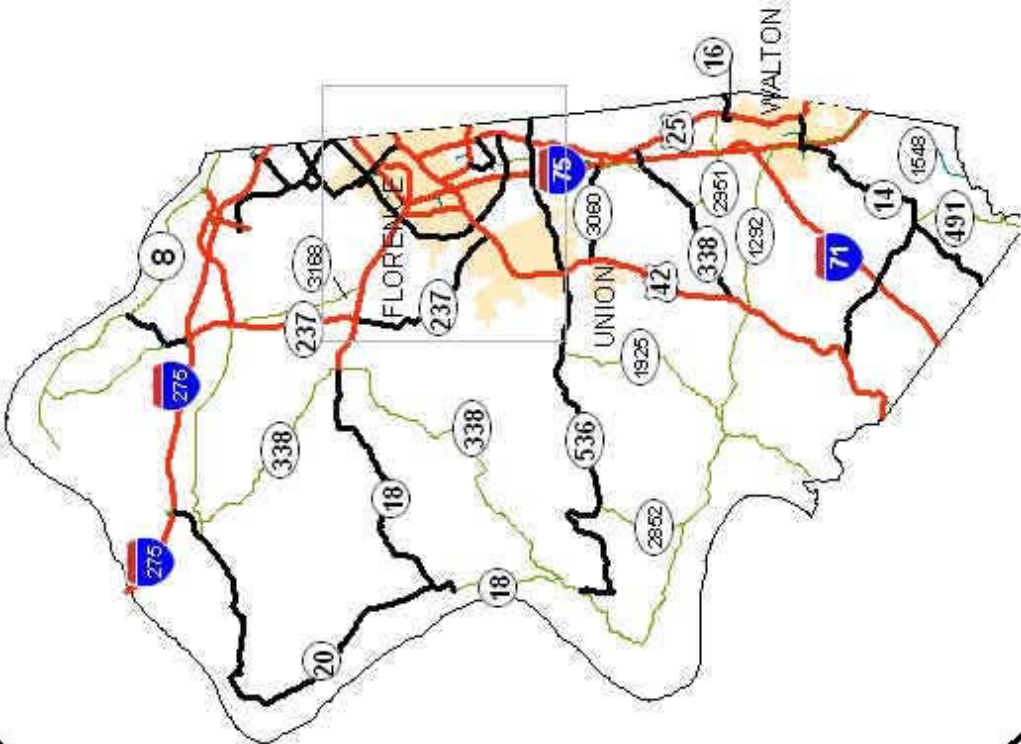


DEPARTMENT OF HIGHWAYS  
MAP OF  
BOONE COUNTY

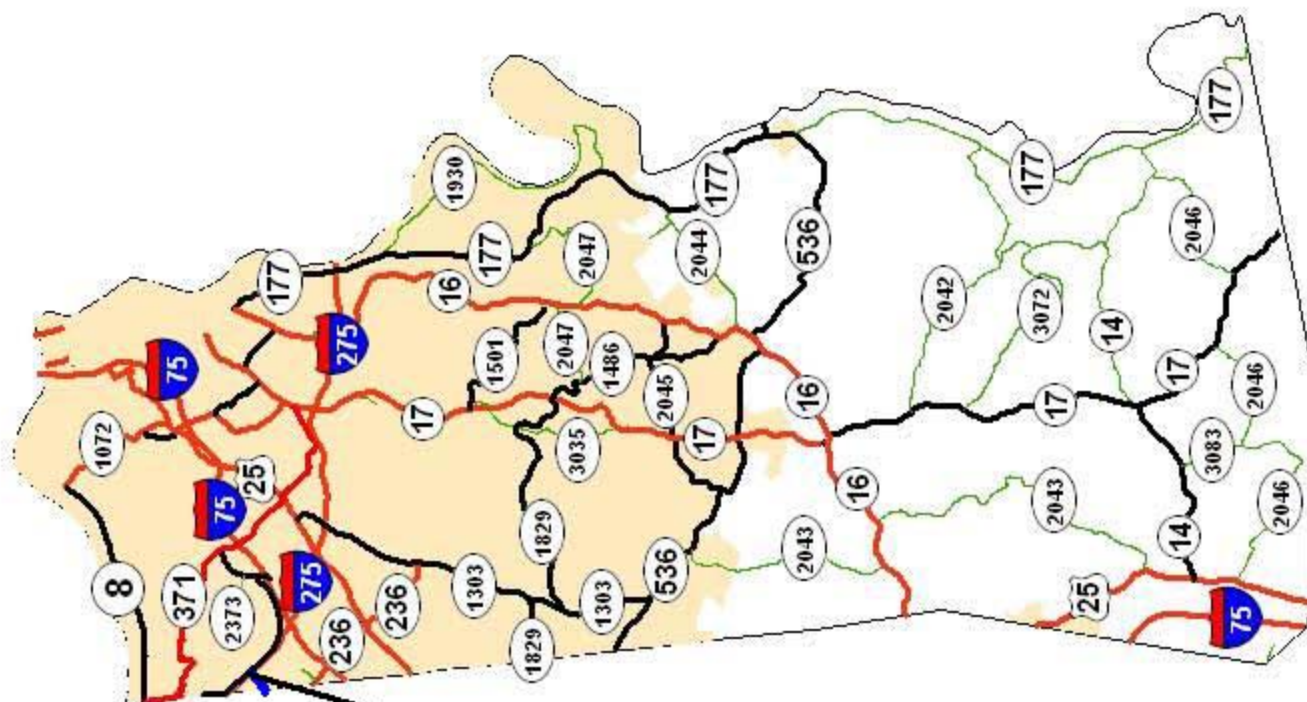


FD05 008 1017 001-004

FD05 008 0025 007-010



DEPARTMENT OF HIGHWAYS  
MAP OF  
KENTON COUNTY



FD05 059 1017 000-001

MATERIAL SUMMARY

CONTRACT ID: 122142

FD05 008 0025 007-010

PES NO: MP00800251201

DIXIE HIGHWAY (US 25) FROM KY 536 (CHANGE IN PAVEMENT) (MP 7.643) EXTENDING  
NORTHERLY TO 992 FEET SOUTH OF KY 1829 (MP 9.080), A DISTANCE OF 1.440000 MILES.

| LINE NO | BID CODE   | DESCRIPTION                           | QUANTITY  | UNIT |
|---------|------------|---------------------------------------|-----------|------|
| 0010    | 00001      | DGA BASE                              | 200.00    | TON  |
| 0020    | 00190      | LEVELING & WEDGING PG64-22            | 50.00     | TON  |
| 0030    | 02562      | SIGNS                                 | 350.00    | SQFT |
| 0040    | 02650      | MAINTAIN & CONTROL TRAFFIC<br>US 25   | 1.00      | LS   |
| 0050    | 02671      | PORTABLE CHANGEABLE MESSAGE SIGN      | 2.00      | EACH |
| 0060    | 02676      | MOBILIZATION FOR MILL & TEXT<br>US 25 | 1.00      | LS   |
| 0070    | 02677      | ASPHALT PAVE MILLING & TEXTURING      | 1,765.00  | TON  |
| 0080    | 02775      | ARROW PANEL                           | 2.00      | EACH |
| 0090    | 04793      | CONDUIT-1 1/4 IN                      | 100.00    | LF   |
| 0100    | 04811      | JUNCTION BOX TYPE B                   | 4.00      | EACH |
| 0110    | 04830      | LOOP WIRE                             | 1,861.00  | LF   |
| 0120    | 04895      | LOOP SAW SLOT AND FILL                | 723.00    | LF   |
| 0130    | 06510      | PAVE STRIPING-TEMP PAINT-4 IN         | 25,100.00 | LF   |
| 0140    | 06514      | PAVE STRIPING-PERM PAINT-4 IN         | 25,100.00 | LF   |
| 0150    | 06567      | PAVE MARKING-THERMO STOP BAR-12IN     | 238.00    | LF   |
| 0160    | 06568      | PAVE MARKING-THERMO STOP BAR-24IN     | 105.00    | LF   |
| 0170    | 06573      | PAVE MARKING-THERMO STR ARROW         | 1.00      | EACH |
| 0180    | 06574      | PAVE MARKING-THERMO CURV ARROW        | 7.00      | EACH |
| 0190    | 06576      | PAVE MARKING-THERMO ONLY              | 1.00      | EACH |
| 0200    | 06600      | REMOVE PAVEMENT MARKER TYPE V         | 26.00     | EACH |
| 0210    | 10020NS    | FUEL ADJUSTMENT                       | 2,481.00  | DOLL |
| 0220    | 10030NS    | ASPHALT ADJUSTMENT                    | 4,373.00  | DOLL |
| 0230    | 22906ES403 | CL3 ASPH SURF 0.38A PG64-22           | 1,765.00  | TON  |
| 0240    | 02569      | DEMOBILIZATION                        | 1.00      | LS   |

MATERIAL SUMMARY

CONTRACT ID: 122142

FD05 008 1017 001-004

PES NO: MP00810171201

TURFWAY ROAD-TURFWAY EXTENSION (KY 1017) FROM 0.425 MILES NORTH OF KY 717 (MP 1.860) EXTENDING NORTHERLY TO BOONE-KENTON COUNTY LINE (MP 3.704), A DISTANCE OF 1.840000 MILES.

| LINE NO | BID CODE | DESCRIPTION                       | QUANTITY  | UNIT |
|---------|----------|-----------------------------------|-----------|------|
| 0010    | 00190    | LEVELING & WEDGING PG64-22        | 79.00     | TON  |
| 0100    | 00219    | CL4 ASPH BASE 1.00D PG76-22       | 88.00     | TON  |
| 0020    | 00388    | CL3 ASPH SURF 0.38B PG64-22       | 2,880.00  | TON  |
| 0040    | 02562    | SIGNS                             | 270.00    | SQFT |
| 0050    | 02650    | MAINTAIN & CONTROL TRAFFIC        | 1.00      | LS   |
|         |          | KY 1017 BOONE                     |           |      |
| 0070    | 02676    | MOBILIZATION FOR MILL & TEXT      | 1.00      | LS   |
|         |          | KY 1017 BOONE                     |           |      |
| 0080    | 02677    | ASPHALT PAVE MILLING & TEXTURING  | 136.00    | TON  |
| 0110    | 04793    | CONDUIT-1 1/4 IN                  | 60.00     | LF   |
| 0120    | 04811    | JUNCTION BOX TYPE B               | 1.00      | EACH |
| 0130    | 04830    | LOOP WIRE                         | 684.00    | LF   |
| 0140    | 04895    | LOOP SAW SLOT AND FILL            | 252.00    | LF   |
| 0150    | 06510    | PAVE STRIPING-TEMP PAINT-4 IN     | 42,850.00 | LF   |
| 0160    | 06514    | PAVE STRIPING-PERM PAINT-4 IN     | 42,850.00 | LF   |
| 0170    | 06568    | PAVE MARKING-THERMO STOP BAR-24IN | 30.00     | LF   |
| 0180    | 06574    | PAVE MARKING-THERMO CURV ARROW    | 3.00      | EACH |
| 0190    | 10020NS  | FUEL ADJUSTMENT                   | 4,045.00  | DOLL |
| 0200    | 10030NS  | ASPHALT ADJUSTMENT                | 7,129.00  | DOLL |
| 0210    | 02569    | DEMOBILIZATION                    | 1.00      | LS   |

FD05 059 1017 000-001

PES NO: MP05910171201

TURFWAY ROAD-TURFWAY EXTENSION (KY 1017) FROM BOONE-KENTON COUNTY LINE (MP 0.000) EXTENDING EASTERLY TO KY 3076 (MP 0.368), A DISTANCE OF 0.370000 MILES.

| LINE NO | BID CODE | DESCRIPTION                       | QUANTITY | UNIT |
|---------|----------|-----------------------------------|----------|------|
| 0010    | 00190    | LEVELING & WEDGING PG64-22        | 14.00    | TON  |
| 0030    | 00388    | CL3 ASPH SURF 0.38B PG64-22       | 510.00   | TON  |
| 0040    | 02562    | SIGNS                             | 150.00   | SQFT |
| 0050    | 02650    | MAINTAIN & CONTROL TRAFFIC        | 1.00     | LS   |
|         |          | KY 1017 KENTON                    |          |      |
| 0060    | 02676    | MOBILIZATION FOR MILL & TEXT      | 1.00     | LS   |
|         |          | KY 1017 KENTON                    |          |      |
| 0070    | 02677    | ASPHALT PAVE MILLING & TEXTURING  | 151.00   | TON  |
| 0120    | 06510    | PAVE STRIPING-TEMP PAINT-4 IN     | 8,550.00 | LF   |
| 0130    | 06514    | PAVE STRIPING-PERM PAINT-4 IN     | 8,550.00 | LF   |
| 0140    | 06568    | PAVE MARKING-THERMO STOP BAR-24IN | 70.00    | LF   |
| 0160    | 10020NS  | FUEL ADJUSTMENT                   | 716.00   | DOLL |
| 0170    | 10030NS  | ASPHALT ADJUSTMENT                | 1,159.00 | DOLL |
| 0180    | 02569    | DEMOBILIZATION                    | 1.00     | LS   |

**Boone County**  
**FD05 008 1017 001-004**  
**Base Failure**  
**Repair Summary**

| Milepoint | Length | Width |
|-----------|--------|-------|
| 3.033     | 200    | 12    |
|           |        |       |
|           |        |       |
|           |        |       |
|           |        |       |

Contract ID: 122142  
Page 46 of 105

**\* USE 12 INCH STOP BARS FOR GORE AREAS**

# Boone County

**TOTAL**

[illegible]



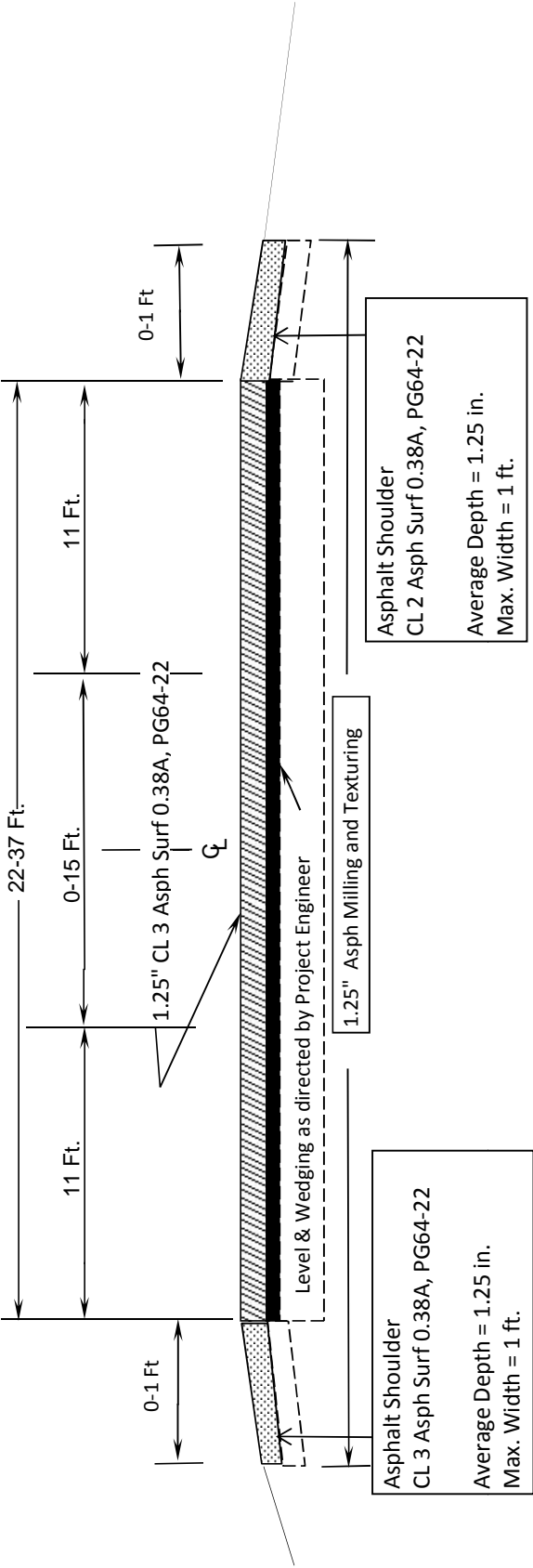
| MPT.  | INTERSECTION | SAW, SLOT<br>AND FILL<br>LF | LOOP<br>WIRE<br>LF | CONDUIT          |    | CABLE        |   | FIBER OP. TYPE B |    | JUNCTION |    | 10X8X4<br>EA | NOTES  |
|-------|--------------|-----------------------------|--------------------|------------------|----|--------------|---|------------------|----|----------|----|--------------|--|
|       |              |                             |                    | 1 1/4 INCH<br>LF | 64 | NO. 14<br>LF |   | LF               | EA | EA       | EA |              |  |
| 8.448 | KY 842       | 521                         | 1357               | 64               |    |              |   |                  | 2  |          |    |              |  |
| 7.643 | KY 536       | 202                         | 504                | 36               |    |              |   |                  | 2  |          |    |              | 1 Traffic Loop; 2 Green<br>Extension Loops to be<br>replaced |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
|       |              |                             |                    |                  |    |              |   |                  |    |          |    |              |  |
| TOTAL |              | 723                         | 1861               | 100              |    | 0            | 0 | 0                | 4  |          | 0  |              |  |

**NOTES:**

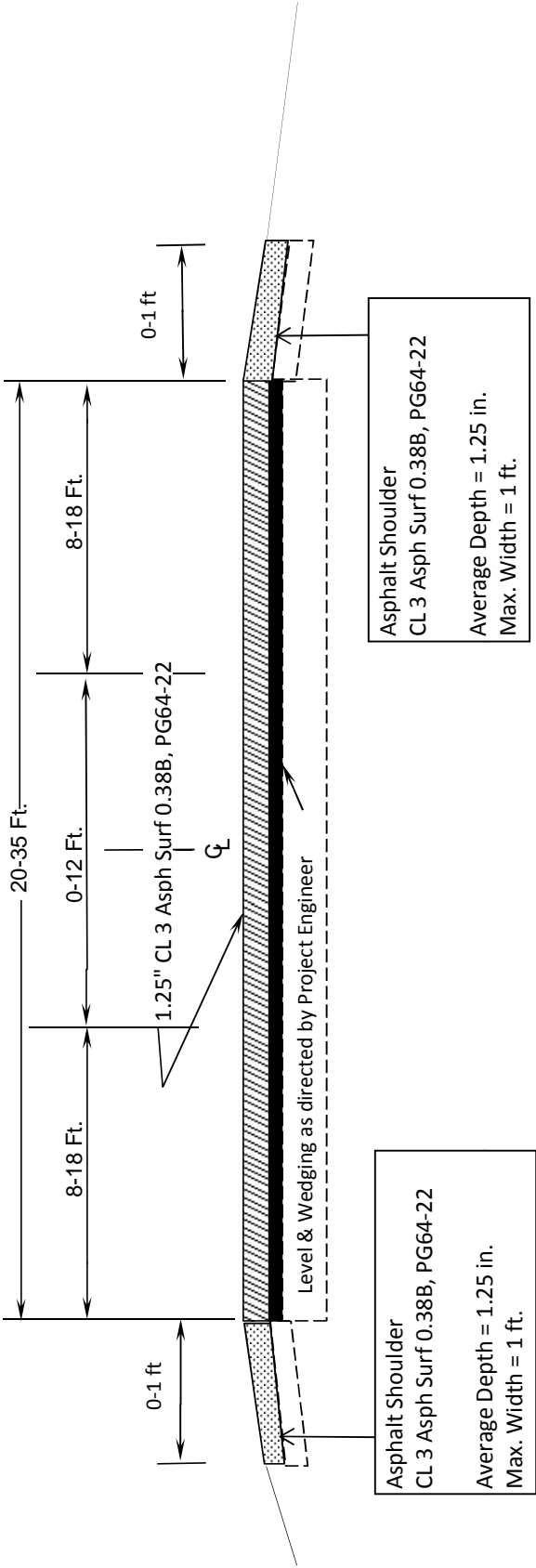
| MPT.  | INTERSECTION   | SAW, SLOT<br>AND FILL<br>LF | LOOP<br>WIRE<br>LF | CONDUIT<br>1 1/4 INCH<br>LF | CABLE<br>NO. 14<br>LF | FIBER OP. TYPE B<br>LF | JUNCTION<br>TYPE B<br>EA | 10X8X4<br>EA | NOTES |
|-------|----------------|-----------------------------|--------------------|-----------------------------|-----------------------|------------------------|--------------------------|--------------|-------|
| 3.022 | Donaldson Road | 252                         | 684                | 60                          |                       |                        | 1                        |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
|       |                |                             |                    |                             |                       |                        |                          |              |       |
| TOTAL |                | 252                         | 684                | 60                          | 0                     | 0                      | 1                        | 0            |       |

**NOTES:**

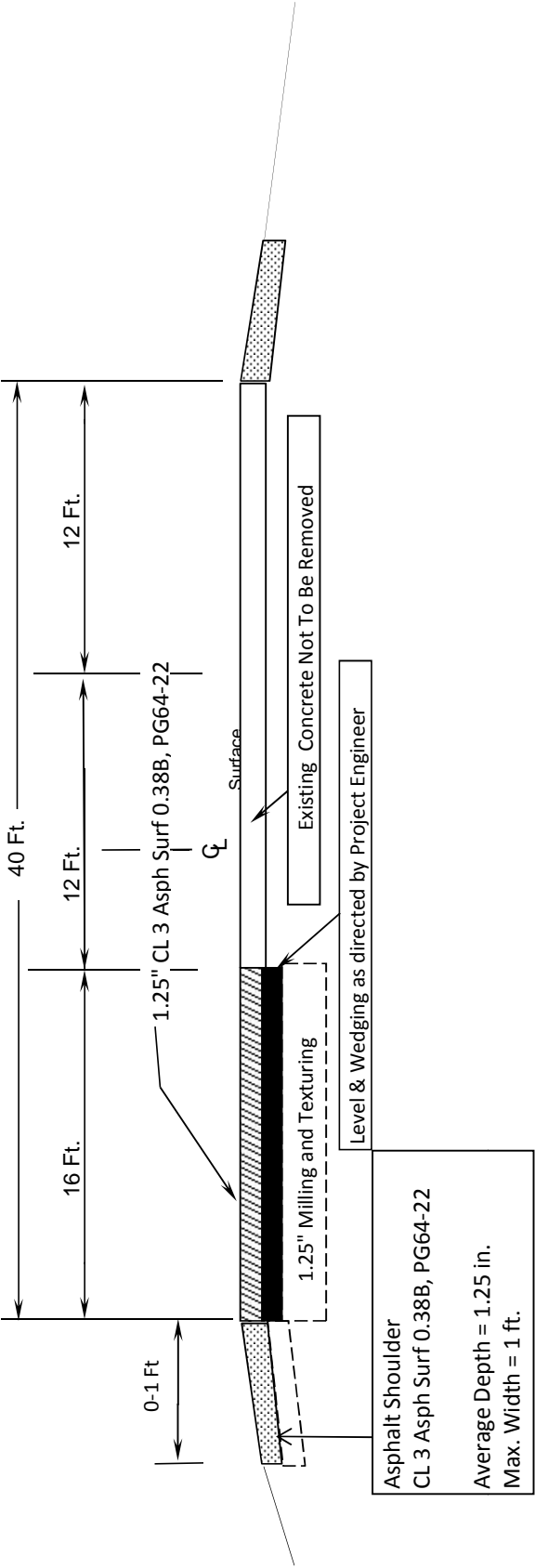
**BOONE COUNTY**  
**US 25**  
**TYPICAL SECTION**  
**FD05 008 0025 007-010**  
**MILEPOINTS 7.643 - 9.080**



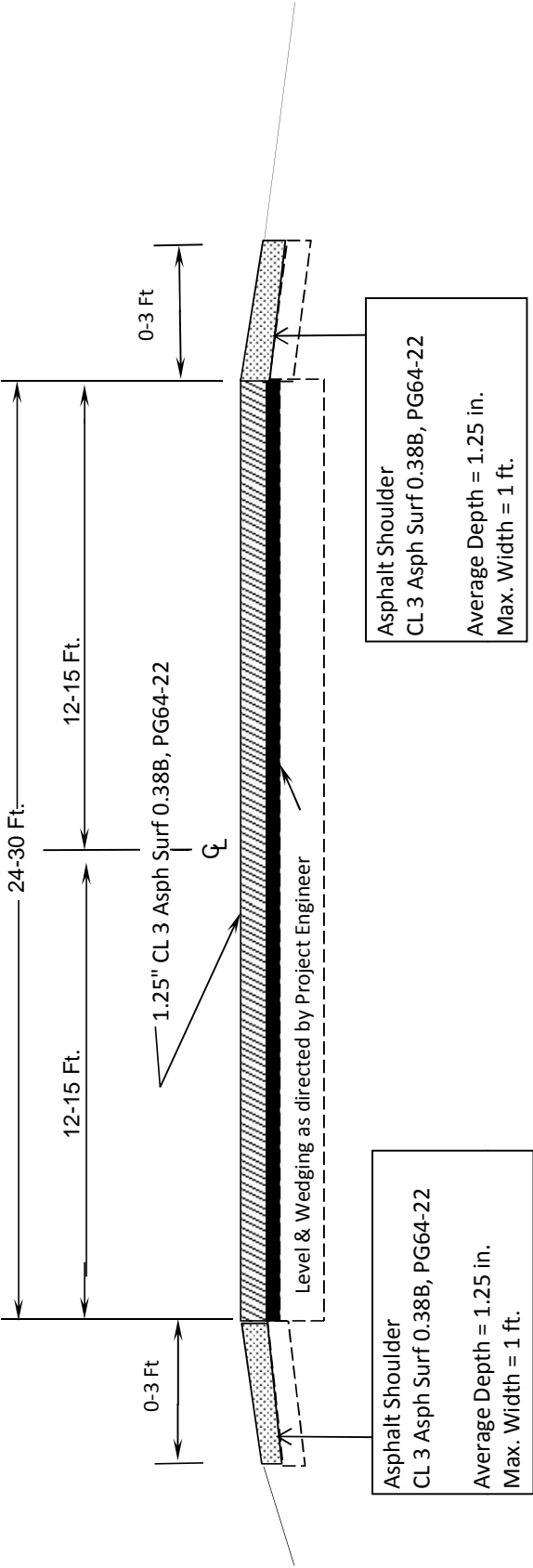
**BOONE COUNTY**  
**KY 1017**  
**TYPICAL SECTION**  
**FD05 008 1017 001-004**  
**MILEPOINTS 1.860 - 3.011**  
**MILEPOINTS 3.055 - 3.704**



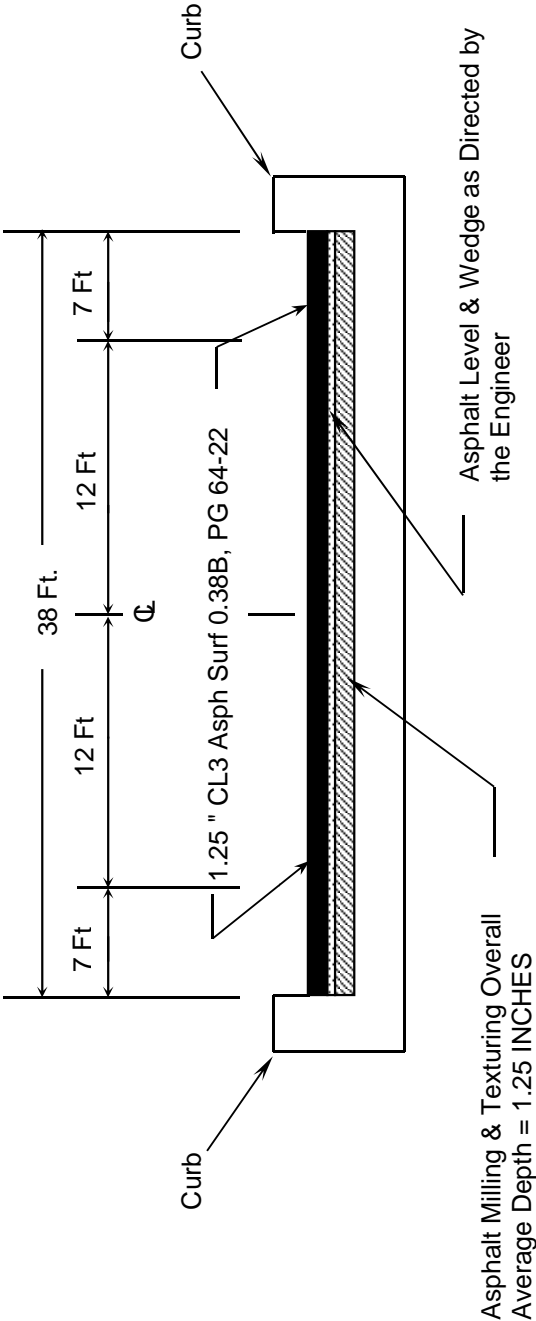
BOONE COUNTY  
KY 1017  
TYPICAL SECTION  
FD05 008 1017 001-004  
MILEPOINTS 3.011 - 3.055



KENTON COUNTY  
KY 1017  
TYPICAL SECTION  
FD05 059 1017 000-001  
MILEPOINTS 0.000 - 0.324



KENTON COUNTY  
KY 1017  
TYPICAL SECTION  
FD05 059 1017 000-001  
MILEPOINTS 0.324 - 0.368



## **PART II**

### **SPECIFICATIONS AND STANDARD DRAWINGS**



### **SPECIFICATIONS REFERENCE**

Any reference in the plans or proposal to the *Standard Specifications for Road and Bridge Construction, Edition of 2004*, and *Standard Drawings, Edition of 2000* are superseded by *Standard Specifications for Road and Bridge Construction, Edition of 2008* and *Standard Drawings, Edition of 2003 with the 2008 Revision*.

**Supplemental Specifications to The Standard Specifications  
for Road and Bridge Construction, 2008 Edition**  
(Effective with the July 15, 2011 Letting)

|                                  |  |
|----------------------------------|--|
| <b>SUBSECTION:<br/>REVISION:</b> | 101.02 Abbreviations.<br>Insert the following abbreviation and text into the section:<br><br>KEPSC      Kentucky Erosion Prevention and Sediment Control   |
| <b>SUBSECTION:<br/>REVISION:</b> | 101.03 Definitions.<br>Replace the definition for Specifications – <i>Special Provisions</i> with the following:<br><br>Additions and revisions to the Standard and Supplemental Specifications covering conditions peculiar to an individual project.   |
| <b>SUBSECTION:<br/>REVISION:</b> | 102.03 Contents of the Bid Proposal Form.<br>Replace the first sentence of the first paragraph with the following:<br>The Bid Proposal form will be available on the Department internet website ( <a href="http://transportation.ky.gov/contract/">http://transportation.ky.gov/contract/</a> ).<br><br>Delete the second paragraph.<br><br>Delete the last paragraph.  |
| <b>SUBSECTION:<br/>REVISION:</b> | 102.04 Issuance of Bid Proposal Form.<br>Replace Heading with the following:<br><br>102.04 Bidder Registration.<br><br>Replace the first sentence of the first paragraph with the following:<br><br>The Department reserves the right to disqualify or refuse to place a bidder on the eligible bidder's list for a project for any of the following reasons:<br><br>Replace the last sentence of the subsection with the following:<br><br>The Department will resume placing the bidder on the eligible bidder's list for projects after the bidder improves his operations to the satisfaction of the State Highway Engineer.                               |
| <b>SUBSECTION:<br/>REVISION:</b> | 102.06 Examination of Plans, Specifications, Special Provisions, Special Notes, and Site of Work.<br>Replace the first paragraph with the following:<br><br>Examine the site of the proposed work, the Bid Proposal, Plans, specifications, contract forms, and bulletins and addendums posted to the Department's website and the Bid Express Bidding Service Website before submitting the Bid Proposal. The Department considers the submission of a Bid Proposal prima facie evidence that the bidder has made such examination and is satisfied as to the conditions to be encountered in performing the work and as to the requirements of the Contract. |
| <b>SUBSECTION:<br/>REVISION:</b> | 102.07.01 General.<br>Replace the first sentence with the following:<br><br>Submit the Bid Proposal on forms furnished on the Bid Express Bidding Service website ( <a href="http://www.bidx.com">www.bidx.com</a> ).<br><br>Replace the first sentence of the third paragraph with the following:<br><br>Bid proposals submitted shall use an eligible Digital ID issued by Bid Express.  |

**Supplemental Specifications to The Standard Specifications  
for Road and Bridge Construction, 2008 Edition**  
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|                                  |   |
|----------------------------------|---|
| <b>SUBSECTION:<br/>REVISION:</b> | <p>102.07.02 Computer Bidding.<br/>Replace the first paragraph with the following:</p> <p>Subsequent to registering for a specific project, use the Department's Expedite Bidding Program on the internet website of the Department of Highways, Division of Construction Procurement (<a href="http://transportation.ky.gov/contract/">http://transportation.ky.gov/contract/</a>). Download the bid file from the Bid Express Bidding Service Website to prepare a Bid Proposal for submission to the Department. Submit Bid Proposal electronically through Bid Express Bidding Service.</p> <p>Delete the second and third paragraph.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>102.08 Irregular Bid Proposals.<br/>Delete the following from the first paragraph: 4) fails to submit a disk created from the Highway Bid Program.</p> <p>Replace the second paragraph with the following:<br/>The Department will consider Bid Proposals irregular and may reject them for the following reasons:</p> <ol style="list-style-type: none"><li>1) when there are unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the Bid Proposal incomplete, indefinite, or ambiguous as to its meaning; or</li><li>2) when the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a Contract pursuant to an award; or</li><li>3) any failure to comply with the provisions of Subsection 102.07; or</li><li>4) Bid Proposals in which the Department determines that the prices are unbalanced; or when the sum of the total amount of the Bid Proposal under consideration exceeds the bidder's Current Capacity Rating.</li></ol> |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>102.09 Bid Proposal Guaranty.<br/>Insert the following after the first sentence:</p> <p>Bid Proposals must have a bid proposal guaranty in the amount indicated in the bid proposal form accompany the submittal. A guaranty in the form of a paper bid bond, cashier's check, or certified check in an amount no less than the amount indicated on the submitted electronic bid is required when the electronic bid bond was not utilized with the Bid Express Bidding Service. Paper bid bonds must be delivered to the Division of Construction Procurement prior to the time of the letting.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>102.10 Delivery of Bid Proposals.<br/>Replace paragraph with the following:</p> <p>Submit all Bid Proposals prior to the time specified in the Notice to Contractors. All bids shall be submitted electronically using Bid Express Bidding Services. Electronically submitted bids must be done in accordance with the requirements of the Bid Express Bidding Service.</p>  |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>102.11 Withdrawal or Revision of Bid Proposals.<br/>Replace the paragraph with the following:</p> <p>Bid Proposals can be withdrawn in accordance the requirements of the Bid Express Bidding Service prior to the time of the Letting.</p>  |

**Supplemental Specifications to The Standard Specifications  
for Road and Bridge Construction, 2008 Edition**  
(Effective with the July 15, 2011 Letting)

|                                  |   |
|----------------------------------|---|
| <b>SUBSECTION:<br/>REVISION:</b> | <p>102.13 Public Opening of Bid Proposals.<br/>Replace Heading with the following:<br/>102.13 Public Announcement of Bid Proposals.</p> <p>Replace the paragraph with the following:<br/>The Department will publicly announce all Bid Proposals at the time indicated in the Notice to Contractors.</p>  |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>103.02 Award of Contract.<br/>Replace the first sentence of the third paragraph with the following:</p> <p>The Department will normally award the Contract within 10 working days after the date of receiving Bid Proposals unless the Department deems it best to hold the Bid Proposals of any or all bidders for a period not to exceed 60 calendar days for final disposition of award.</p>  |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>105.02 Plans and Working Drawings.<br/>Insert the following after the fourth paragraph:</p> <p>Submit electrical shop drawings, design data, and descriptive literature for materials in electronic format to the Division of Traffic Operations for approval. Drawings and literature shall be submitted for lighting and signal components. Notify the Engineer when submitting information to the Division of Traffic Operations. Do not begin work until shop drawings are approved.</p> <p>Submit shop drawings for traffic counting equipment and materials in electronic format to the Engineer or the Division of Planning. Notify the Engineer when submitting information directly to the Division of Planning. Do not begin work until shop drawings are reviewed and approved.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>105.03 Record Plans.<br/>Replace the section with the following:</p> <p>Record Plans are those reproductions of the original Plans on which the accepted Bid Proposal was based and, and signed by a duly authorized representative of the Department. The Department will make these plans available for inspection in the Central Office at least 24 hours prior to the time of opening bids and up to the time of letting of a project or projects. The quantities appearing on the Record Plans are the same as those on which Bid Proposals are received. The Department will use these Record Plans as the controlling plans in the prosecution of the Contract. The Department will not make any changes on Record Plans subsequent to their issue unless done so by an approved contract modification. The Department will make 2 sets of Record Plans for each project, and will maintain one on file in the Central Office and one on file in the District Office. The Department will furnish the Contractor with the following: 1 full size, 2 half size and an electronic file copy of the Record Plans at the Pre-Construction conference.</p> |

Supplemental Specifications to The Standard Specifications  
for Road and Bridge Construction, 2008 Edition  
(Effective with the July15, 2011 Letting)

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|----------------------------------|--|
| <b>SUBSECTION:<br/>REVISION:</b> | <p>105.12 Final Inspection and Acceptance of Work.</p> <p>Insert the following paragraphs after the first paragraph:</p> <p>Notify the Engineer when all electrical items are complete. A notice of the electrical work completion shall be made in writing to the Contractor. Electrical items will be inspected when the electrical work is complete and are not subject to waiting until the project as a whole has been completed. The Engineer will notify the Division of Traffic Operations within 3 days that all electrical items are complete and ready for a final inspection. A final inspection will be completed within 90 days after the Engineer notifies the Division of Traffic Operations of the electrical work completion.</p> <p>Energize all electrical items prior to notifying the Engineer that all electrical items are complete. Electrical items must remain operational until the Division of Traffic Operations has inspected and accepted the electrical portion of the project. Payment for the electrical service is the responsibility of the Contractor from the time the electrical items are energized until the Division of Traffic Operations has accepted the work.</p> <p>Complete all corrective work within 90 calendar days of receiving the original electrical inspection report. Notify the Engineer when all corrective work is complete. The Engineer will notify the Division of Traffic Operations that the corrective work has been completed and the project is ready for a follow-up inspection. Upon re-inspection, if additional corrective work is required, complete within the same 90 calendar day allowance. The Department will not include time between completion of the corrective work and the follow up electrical inspection(s). The 90 calendar day allowance is cumulative regardless of the number of follow-up electrical inspections required.</p> <p>The Department will assume responsibility for the electrical service on a project once the Division of Traffic Operations gives final acceptance of the electrical items on the project. The Department will also assume routine maintenance of those items. Any damage done to accepted electrical work items by other Contractors shall be the responsibility of the Prime Contractor. The Department will not be responsible for repairing damage done by other contractors during the construction of the remaining project.</p> <p>Failure to complete the electrical corrective work within the 90 calendar day allowance will result in penalties assessed to the project. Penalties will be assessed at ½ the rate of liquidated damages established for the contract.</p> <p>Replace the following in the second sentence of the second paragraph:</p> <p>Replace Section 213 with Section 212.</p> <p>Delete the fifth paragraph from the section.</p> |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>105.13 Claim Resolution Process.</p> <p>Replace the last sentence of the 3. Bullet with the following:</p> <p>If the Contractor did not submit an as-bid schedule at the Pre-Construction Meeting or a written narrative in accordance with Subsection 108.02, the Cabinet will not consider the claim for delay.</p> <p>Delete the last paragraph from the section.</p>  |

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| <b>SUBSECTION:<br/>REVISION:</b> | <p>106.04 Buy America Requirement.<br/>Replace the section with the following:</p> <p><b>106.04 Buy America Requirement.</b> Follow the “Buy America” provisions as required by Title 23 Code of Federal Regulations § 635.410. Except as expressly provided herein all manufacturing processes of steel or iron materials including but not limited to structural steel, guardrail materials, corrugated steel, culvert pipe, structural plate, prestressing strands, and steel reinforcing bars shall occur in the United States of America, including the application of:</p> <ul style="list-style-type: none"><li>• Coating,</li><li>• Galvanizing,</li><li>• Painting, and</li><li>• Other coating that protects or enhances the value of steel or iron products.</li></ul> <p>The following are exempt, unless processed or refined to include substantial amounts of steel or iron material, and may be used regardless of source in the domestic manufacturing process for steel or iron material:</p> <ul style="list-style-type: none"><li>• Pig iron,</li><li>• Processed, pelletized, and reduced iron ore material, or</li><li>• Processed alloys.</li></ul> <p>The Contractor shall submit a certification stating that all manufacturing processes involved with the production of steel or iron materials occurred in the United States.</p> <p>Produce, mill, fabricate, and manufacture in the United States of America all aluminum components of bridges, tunnels, and large sign support systems, for which either shop fabrication, shop inspection, or certified mill test reports are required as the basis of acceptance by the Department.</p> <p>Use foreign materials only under the following conditions:</p> <ol style="list-style-type: none"><li>1) When the materials are not permanently incorporated into the project; or</li><li>2) When the delivered cost of such materials used does not exceed 0.1 percent of the total Contract amount or \$2,500.00, whichever is greater.</li></ol> <p>The Contractor shall submit to the Engineer the origin and value of any foreign material used.</p> |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>106.10 Field Welder Certification Requirements.<br/>Insert the following sentence before the first sentence of the first paragraph:</p> <p>All field welding must be performed by a certified welder unless otherwise noted.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>108.02 Progress Schedule.<br/>Insert the following prior to the first paragraph:</p> <p>Specification 108.02 applies to all Cabinet projects except the following project types:</p> <ul style="list-style-type: none"><li>• Right of Way Mowing and/or Litter Removal</li><li>• Waterborne Paint Striping</li><li>• Projects that contain Special Provision 82</li><li>• Projects that contain the Special Note for CPM Scheduling</li></ul> <p>Insert the following paragraph after paragraph two:</p> <p>Working without the submittal of a Written Narrative is violation of this specification and additionally voids the Contractor’s right to delay claims.</p> <p>Insert the following paragraph after paragraph six:</p> <p>The submittal of bar chart or Critical Path Method schedule does not relieve the Contractor’s requirement to submit a Written Narrative schedule.</p>   |

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|                                  | <p>Insert the following at the beginning of the first paragraph of A) Written Narrative.:</p> <p>Submit the Written Narrative Schedule using form TC 63-50 available at the Division of Construction's website (<a href="http://www.transportation.ky.gov/construction/ResCenter/ResCenter.htm">http://www.transportation.ky.gov/construction/ResCenter/ResCenter.htm</a>).</p> <p>Replace Part A) Written Narrative 1. And 2. with the following:</p> <ol style="list-style-type: none"> <li>1. Provide a description that includes how the Contractor will sequence and stage the work, how the Contractor plans to maintain and control traffic being specific and detailed, and what equipment and crew sizes are planned to execute the work.</li> <li>2. Provide a list of project milestones including, if applicable, winter shut-downs, holidays, or special events. The Contractor shall describe how these milestones and other dates effect the prosecution of the work. Also, include start date and completion date milestones for the contract, each project if the contract entails multiple projects, each phase of work, site of work, or segment of work as divided in the project plans, proposal, or as subdivided by the Contractor.</li> </ol>               |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>109.07.01 Liquid Asphalt.</p> <p>Add the following to the Adjustable Contract Items:</p> <ul style="list-style-type: none"> <li>• Stone Matrix Asphalt for Base</li> <li>• Stone Matrix Asphalt for Surface</li> </ul>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>110.01 Mobilization.</p> <p>Replace paragraph three with the following:</p> <p>Do not bid an amount for Mobilization that exceeds 5 percent of the sum of the total amounts bid for all items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives. The Department will automatically adjust any Bid Proposals that are in excess of this amount down to 5 percent to compare Bid Proposals and award the Contract. The Department will award a Contract for the actual amount bid when the amount bid for Mobilization is less than 5 percent, or the Department will award the Contract for the adjusted bid amount of 5 percent when the amount bid for Mobilization is greater than 5 percent. If any errors in unit bid prices for other Contract items in a Contractor's Bid Proposal are discovered after bid opening and such errors reduce the total amount bid for all other items, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives, so that the percent bid for Mobilization is larger than 5 percent, the Department will adjust the amount bid for Mobilization to 5 percent of the sum of the corrected total bid amounts.</p> |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>110.02 Demobilization.</p> <p>Replace the third paragraph with the following:</p> <p>Bid an amount for Demobilization that is a minimum of \$1,000 or 1.5 percent of the sum of the total amounts bid for all other items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives. The Department will automatically adjust any Bid Proposal that is less than this amount up to \$1,000 or 1.5 percent to compare Bid Proposals and award the Contract. The Department will award a Contract for the actual amount bid when the amount bid for demobilization exceeds 1.5 percent, or the Department will award the Contract for the adjusted bid amount when the amount bid for demobilization is less than the minimum of \$1,000 or less than 1.5 percent of the sum of the total amounts bid for all other items in the Bid Proposal, excluding Mobilization, Demobilization, and contingent amounts established for adjustments and incentives.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>110.04 Payment.</p> <p>Insert the following paragraph following the demobilization payment schedule (4<sup>th</sup> paragraph):</p> <p>The Department will withhold an amount equal to \$1,000 for demobilization, regardless of the schedule listed above. The \$1,000 withheld for demobilization will be paid when the final estimate is paid.</p>  |



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| <b>SUBSECTION:<br/>REVISION:</b>           | <p>112.03.01 General Traffic Control.<br/>Replace paragraph three with the following:</p> <p>All flaggers shall be trained in current MUTCD flagging procedures. Proof of training must be available for review at the Department’s request. Flagging credentials must be current within the last 5 years.</p>   |
| <b>SUBSECTION:<br/>PART:<br/>REVISION:</b> | <p>112.03.11 Temporary Pavement Markings.<br/>B) Placement and Removal of Temporary Striping.<br/>Replace the 2<sup>nd</sup> sentence of the first paragraph with the following:</p> <p>On interstates and parkways, and other roadways approved by the State Highway Engineer, install pavement striping that is 6 inches in width.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b>           | <p>112.03.12 Project Traffic Coordinator (PTC).<br/>Add the following at the end of the subsection:</p> <p>After October 1, 2008 the Department will require the PTC to have successfully completed the applicable qualification courses. Personnel that have not successfully completed the applicable courses by that date will not be considered qualified. Prior to October 1, 2008, conform to Subsection 108.06 A) and ensure the designated PTC has sufficient skill and experience to properly perform the task.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b>           | <p>112.03.15 Non-Compliance of Maintain and Control of Traffic.<br/>Add the following section:</p> <p><b>112.03.15 Non-Compliance of Maintain and Control of Traffic.</b> It is the Contractor’s responsibility to conform to the traffic control requirements in the TCP, Proposal, plan sheets, specifications, and the Manual on Uniform Traffic Control Devices.</p> <p>Unless specified elsewhere in the contract, a penalty will be assessed in the event of non-compliance with Maintain and Control of Traffic requirements. These penalties will be assessed when the Contractor fails to correct a situation or condition of non-compliance with the contract traffic control requirements after being notified by the Engineer. The calculation of accrued penalties for non-compliance will be based upon the date/time of notification by the Engineer.</p> <p>The amount of the penalty assessed for non-compliance will be determined based upon the work zone duration, as defined by the MUTCD, and will be the greatest of the different calculation methods indicated below:</p> <p>A) Long-term stationary work that occupies a location more than 3 days.</p> <p>Correct the non-compliant issue within 24 hours from initial notification by the Engineer. If the issue is not corrected within 24 hours from the initial notification, a penalty for non-compliance will be assessed on a daily basis beginning from the initial notification of non-compliance. The Contractor will be assessed a \$1,000 daily penalty or the amount equal to the contract liquidated damages in Section 108.09, whichever of the 2 is greater. The penalty for non-compliance will escalate as follows for continued non-compliance after the initial notification.</p> <p>3 Days after Notification<br/>\$1,500 daily penalty or 1.5 times the contract liquidated damages daily charge rate in Section 108.09, whichever is greater.</p> <p>7 Days after Notification<br/>\$2,000 daily penalty or double the contract liquidated damages daily charge rate in Section 108.09, whichever is greater.</p> |



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|                                  | <p>B) Intermediate-term stationary work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.</p> <p>Correct the non-compliant issue within 4 hours from initial notification by the Engineer. If the issue is not corrected within 4 hours from notification, a penalty for non-compliance will be assessed on an hourly basis beginning from the initial notification of non-compliance. The penalty for non-compliance will be assessed at \$200 per hour.</p> <p>C) Short-term stationary is work that occupies a location for more than 1 hour within a single 24-hour period.</p> <p>Correct the non-compliant issue within 1 hour from initial notification by the Engineer. If the issue is not corrected within 1 hour from notification, a penalty for non-compliance will be assessed on an hourly basis beginning from the initial notification of non-compliance. The penalty for non-compliance will be assessed at \$200 per hour.</p> <p>If the Contractor remains in violation of the Maintain and Control of Traffic requirements, or if the Department determines it to be in the public’s interest, work will be suspended in accordance with Section 108.08 until the deficiencies are corrected. The Department reserves the right to correct deficiencies by any means available and charge the Contractor for labor, equipment, and material costs incurred in emergency situations.</p> |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>206.03.02 Embankment</p> <p>Replace the last paragraph with the following:</p> <p>When rock roadbed is specified, construct the upper 2 feet of the embankment according to Subsection 204.03.09 A).</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>213.03.03 Inspection and Maintenance.</p> <p>Replace the last sentence of the second paragraph with the following:</p> <p>Initiate corrective action within 24 hours of any noted deficiency and complete the work within 7 calendar days of receipt of the report. The Contractor shall make a concentrated effort to complete any corrective action required prior to the next predicted rainfall event.</p> <p>Insert the following paragraph after the second paragraph:</p> <p>When the Contractor is required to obtain the KPDES permit, it is their responsibility to ensure compliance with the inspection and maintenance requirements of the permit. The Engineer will perform verification inspections a minimum of once per month and within 7 days of a ½ inch or greater rainfall event. The Engineer will document these inspections using Form TC 63-61 A. The Engineer will provide copies of the inspection only when improvements to the BMP’s are required. Verification inspections performed by the Engineer do not relieve the Contractor of any responsibility for compliance with the KPDES permit. Initiate corrective action within 24 hours of any noted deficiency and complete the work within 7calendar days of receipt of the report. The Contractor shall make a concentrated effort to complete any corrective action required prior to the next predicted rainfall event.</p>  |

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| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b> | 213.03.05 Temporary Control Measures.<br>E) Temporary Seeding and Protection.<br>Replace the first paragraph with the following:<br><br>Apply an Annual Rye seed mix at a rate of 100 pounds per acre during the months of March through August. In addition to the Annual Rye, add 10 pounds of German Foxtail-Millet ( <i>Setaria italica</i> ), when performing temporary seeding during the months of June through August. During the months of September through February, apply Winter Wheat or Rye Grain at a rate of 100 pounds per acre. Obtain the Engineer's approval prior to the application of the seed mixture.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b> | 213.03.05 Temporary Control Measures.<br>F) Temporary Mulch.<br>Replace the last sentence with the following:<br><br>Place temporary mulch to an approximate 2-inch loose depth (2 tons per acre) and anchor it into the soil by mechanically crimping it into the soil surface or applying tackifier to provide a protective cover. Regardless of the anchoring method used, ensure the protective cover holds until disturbance is required or permanent controls are installed.   |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 303.05 Payment.<br>Replace the second paragraph of the section with the following:<br><br>The Department will make payment for Drainage Blanket-Type II (ATDB) according to the Lot Pay Adjustment Schedule for Specialty Mixtures in Section 402.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b> | 401.02.04 Special Requirements for Dryer Drum Plants.<br>F) Production Quality Control.<br>Replace the first sentence with the following:<br><br>Stop mixing operations immediately if, at any time, a failure of the automatic electronic weighing system of the aggregate feed, asphalt binder feed, or water injection system control occurs.   |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 401.02.04 Special Requirements for Dryer Drum Plants.<br>Add the following:<br><br>Part G) <b>Water Injection System.</b> Provided each system has prior approval as specified in Subsection 402.01.01, the Department will allow the use of water injection systems for purposes of foaming the asphalt binder and lowering the mixture temperature for production of Warm Mix Asphalt (WMA).<br>Ensure the equipment for water injection meets the following requirements:<br><ol style="list-style-type: none"><li>1) Injection equipment computer controls are automatically coupled to the plants controls (manual operation is not permitted);</li><li>2) Injection equipment has variable controls that introduce water ratios based on production rates of mixtures;</li><li>3) Injects water into the flow of asphalt binder prior to contacting the aggregate;</li><li>4) Provides alarms on the water injection system that operate when the flow of water is interrupted or deviates from the prescribed water rate.</li></ol> |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 401.03.01 Preparation of Mixtures.<br>Replace the last sentence of the second paragraph with the following:<br><br>Do not use asphalt binder while it is foaming in a storage tank.  |

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| <b>SUBSECTION:</b><br><b>REVISION:</b>                                 | 401.03.01 Preparation of Mixtures.<br>Replace the third paragraph and Mixing and Laying Temperature table with the following:<br><br>Maintain the temperature of the component materials and asphalt mixture within the ranges listed in the following table:<br><table><tr><th colspan="4">MIXING AND LAYING TEMPERATURES (°F)</th></tr><tr><th colspan="2">Material</th><th>Minimum</th><th>Maximum</th></tr><tr><td colspan="2">Aggregates</td><td>240</td><td>330</td></tr><tr><td colspan="2">Aggregates used with Recycled Asphalt Pavement (RAP)</td><td>240</td><td>—</td></tr><tr><td rowspan="2">Asphalt Binders</td><td>PG 64-22</td><td>230</td><td>330</td></tr><tr><td>PG 76-22</td><td>285</td><td>350</td></tr><tr><td rowspan="4">Asphalt Mixtures at Plant<br/>(Measured in Truck)</td><td>PG 64-22 HMA</td><td>250</td><td>330</td></tr><tr><td>PG 76-22 HMA</td><td>310</td><td>350</td></tr><tr><td>PG 64-22 WMA</td><td>230</td><td>275</td></tr><tr><td>PG 76-22 WMA</td><td>250</td><td>300</td></tr><tr><td rowspan="4">Asphalt Mixtures at Project<br/>(Measured in Truck<br/>When Discharging)</td><td>PG 64-22 HMA</td><td>230</td><td>330</td></tr><tr><td>PG 76-22 HMA</td><td>300</td><td>350</td></tr><tr><td>PG 64-22 WMA</td><td>210</td><td>275</td></tr><tr><td>PG 76-22 WMA</td><td>240</td><td>300</td></tr></table> | MIXING AND LAYING TEMPERATURES (°F) |         |  |  | Material |  | Minimum | Maximum | Aggregates |  | 240 | 330 | Aggregates used with Recycled Asphalt Pavement (RAP) |  | 240 | — | Asphalt Binders | PG 64-22 | 230 | 330 | PG 76-22 | 285 | 350 | Asphalt Mixtures at Plant<br>(Measured in Truck) | PG 64-22 HMA | 250 | 330 | PG 76-22 HMA | 310 | 350 | PG 64-22 WMA | 230 | 275 | PG 76-22 WMA | 250 | 300 | Asphalt Mixtures at Project<br>(Measured in Truck<br>When Discharging) | PG 64-22 HMA | 230 | 330 | PG 76-22 HMA | 300 | 350 | PG 64-22 WMA | 210 | 275 | PG 76-22 WMA | 240 | 300 |
|--|--|-------------------------------------|---------|--|--|----------|--|---------|---------|------------|--|-----|-----|--|--|-----|---|-----------------|----------|-----|-----|----------|-----|-----|--|--------------|-----|-----|--------------|-----|-----|--------------|-----|-----|--------------|-----|-----|--|--------------|-----|-----|--------------|-----|-----|--------------|-----|-----|--------------|-----|-----|
| MIXING AND LAYING TEMPERATURES (°F)                                    |  |                                     |         |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| Material   |  | Minimum                             | Maximum |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| Aggregates   |  | 240                                 | 330     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| Aggregates used with Recycled Asphalt Pavement (RAP)                   |  | 240                                 | —       |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| Asphalt Binders  | PG 64-22   | 230                                 | 330     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 76-22   | 285                                 | 350     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| Asphalt Mixtures at Plant<br>(Measured in Truck)                       | PG 64-22 HMA   | 250                                 | 330     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 76-22 HMA   | 310                                 | 350     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 64-22 WMA   | 230                                 | 275     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 76-22 WMA   | 250                                 | 300     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| Asphalt Mixtures at Project<br>(Measured in Truck<br>When Discharging) | PG 64-22 HMA   | 230                                 | 330     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 76-22 HMA   | 300                                 | 350     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 64-22 WMA   | 210                                 | 275     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
|  | PG 76-22 WMA   | 240                                 | 300     |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                 | 402.01 Description.<br>Replace the paragraph with the following:<br><br>Provide the process control and acceptance testing of all classes and types of asphalt mixtures which may be furnished either as hot mix asphalt (HMA) or warm mix asphalt (WMA) produced with water injection systems.  |                                     |         |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                 | 402.01.01 Warm Mix Asphalt (WMA) Evaluation and Approval.<br>Add the following subsection:<br><br>402.01.01 Warm Mix Asphalt (WMA) Evaluation and Approval.<br>The Department will evaluate trial production of WMA by use of a water injection system provided the system is installed according to the manufacturer’s requirements and satisfies the requirements of Section 401. Evaluation will include production and placement of WMA to demonstrate adequate mixture quality including volumetric properties and density by Option A as specified in Subsection 402.03.02 D). Do not place WMA for evaluation on Department projects. Provided production and placement operations satisfy the applicable quality levels, the Department will approve WMA production on Department projects using the water injection system as installed on the specific asphalt mixing plant evaluated.   |                                     |         |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                 | 402.05.02 Asphalt Mixtures and Mixtures With RAP.<br>Replace Subsection Title as below:<br><br>402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.   |                                     |         |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                 | 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.<br>Replace the paragraph with the following:<br><br>The Department will pay for the mixture at the Contract unit bid price and apply a Lot Pay Adjustment for each lot placed based on the degree of compliance with the specified tolerances. Using the appropriate Lot Pay Adjustment Schedule, the Department will assign a pay value for the applicable properties within each subplot and average the subplot pay values to determine the pay value for a given property for each lot. The Department will apply the Lot Pay Adjustment for each lot to a defined unit price of \$50.00 per ton. The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.  |                                     |         |  |  |          |  |         |         |            |  |     |     |  |  |     |   |                 |          |     |     |          |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |  |              |     |     |              |     |     |              |     |     |              |     |     |

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| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.<br>C) Conventional and RAP Mixtures Placed on Shoulders.<br>Replace Title and Text with the following:<br><br>C) HMA, WMA and RAP Mixtures Placed on Shoulders or Placed as Asphalt Pavement Wedge.<br><br>1) Placed monolithically with the Mainline – Width of 4 feet or less. The Department will pay as mainline mixture.<br>2) Placed monolithically with the Mainline – Width of greater than 4 feet. The Department will pay as mainline mixture but use 1.00 for the Lane and Joint Density Pay Value for shoulder or Asphalt Pavement Wedge quantities.<br>3) Placed Separately. The Department will use 1.00 for the Lane and Joint Density Pay Value. |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
|--|--|-----|--|-----------|---------------------------|------|------------|------|--------------------|------|--------------------|-----|------------------|
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.<br>D) Conventional and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge.<br>Replace the title with the following:<br>D) HMA, WMA, and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge.<br><br>Delete the following:<br>D) HMA, WMA, and RAP Mixtures Placed Monolithically as Asphalt Pavement Wedge. The Department will pay as mainline mixture but use a 1.00 pay value for all properties.  |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 402.05.02 Asphalt Mixtures for Temporary Pavement.<br>E) Asphalt Mixtures for Temporary Pavement.<br>Replace E) Asphalt Mixtures for Temporary Pavement with the following:<br><br>D) Asphalt Mixtures for Temporary Pavement.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>TABLES:</b><br><b>REVISION:</b> | 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.<br>Lot Pay Adjustment Schedule, Compaction Option A, Base and Binder Mixtures<br>VMA<br>Replace the VMA table with the following:<br><table><tr><th colspan="2">VMA</th></tr><tr><th>Pay Value</th><th>Deviation<br/>From Minimum</th></tr><tr><td>1.00</td><td>≥ min. VMA</td></tr><tr><td>0.95</td><td>0.1-0.5 below min.</td></tr><tr><td>0.90</td><td>0.6-1 0 below min.</td></tr><tr><td>(1)</td><td>&gt; 1.0 below min.</td></tr></table>  | VMA |  | Pay Value | Deviation<br>From Minimum | 1.00 | ≥ min. VMA | 0.95 | 0.1-0.5 below min. | 0.90 | 0.6-1 0 below min. | (1) | > 1.0 below min. |
| VMA  |  |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| Pay Value  | Deviation<br>From Minimum  |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| 1.00   | ≥ min. VMA   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| 0.95   | 0.1-0.5 below min.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| 0.90   | 0.6-1 0 below min.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| (1)  | > 1.0 below min.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>TABLES:</b><br><b>REVISION:</b> | 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.<br>Lot Pay Adjustment Schedule, Compaction Option A, Surface Mixtures<br>VMA<br>Replace the VMA table with the following:<br><table><tr><th colspan="2">VMA</th></tr><tr><th>Pay Value</th><th>Deviation<br/>From Minimum</th></tr><tr><td>1.00</td><td>≥ min. VMA</td></tr><tr><td>0.95</td><td>0.1-0.5 below min.</td></tr><tr><td>0.90</td><td>0.6-1.0 below min.</td></tr><tr><td>(1)</td><td>&gt; 1.0 below min.</td></tr></table>  | VMA |  | Pay Value | Deviation<br>From Minimum | 1.00 | ≥ min. VMA | 0.95 | 0.1-0.5 below min. | 0.90 | 0.6-1.0 below min. | (1) | > 1.0 below min. |
| VMA  |  |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| Pay Value  | Deviation<br>From Minimum  |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| 1.00   | ≥ min. VMA   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| 0.95   | 0.1-0.5 below min.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| 0.90   | 0.6-1.0 below min.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |
| (1)  | > 1.0 below min.   |     |  |           |                           |      |            |      |                    |      |                    |     |                  |

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| <b>SUBSECTION:</b><br><b>PART:</b><br><b>TABLE:</b><br><b>REVISION:</b>  | 402.05.02 Asphalt Mixtures, HMA and WMA, Including Mixtures With RAP.<br>Lot Pay Adjustment Schedule, Compaction Option B Mixtures<br>VMA<br>Replace the VMA table with the following:   |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
|--|--|----------------------|---------------------|---------------------|---------------------------|------|-----------|-------------------|-----------------------|---------------------|--------------------|-----|------------------|---|----|----|---|---------------|---|----|-----|---|--------|---|-----|-----|
|  | <table><tr><th colspan="2">VMA</th></tr><tr><th>Pay Value</th><th>Deviation<br/>From Minimum</th></tr><tr><td>1.00</td><td>≥min. VMA</td></tr><tr><td>0.95</td><td>0 1-0.5 bel w<br/>min.</td></tr><tr><td>0.9</td><td>0.6-1.0 below min.</td></tr><tr><td>(2)</td><td>&gt; 1.0 below min.</td></tr></table>   | VMA                  |                     | Pay Value           | Deviation<br>From Minimum | 1.00 | ≥min. VMA | 0.95              | 0 1-0.5 bel w<br>min. | 0.9                 | 0.6-1.0 below min. | (2) | > 1.0 below min. |   |    |    |   |               |   |    |     |   |        |   |     |     |
| VMA  |  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| Pay Value  | Deviation<br>From Minimum  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| 1.00   | ≥min. VMA  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| 0.95   | 0 1-0.5 bel w<br>min.  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| 0.9  | 0.6-1.0 below min.   |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| (2)  | > 1.0 below min.   |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>NUMBER:</b><br><b>REVISION:</b> | 403.03.03 Preparation of Mixture.<br>C) Mix Design Criteria.<br>1) Preliminary Mix Design.<br>Replace the last two sentences of the paragraph and table with the following:<br><br>Complete the volumetric mix design at the appropriate number of gyrations as given in the table below for the number of 20-year ESAL's. The Department will define the relationship between ESAL classes, as given in the bid items for Superpave mixtures, and 20-year ESAL ranges as follows: |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
|  | <table><tr><th colspan="2"></th><th colspan="3">Number of Gyrations</th></tr><tr><th>Class</th><th>ESAL's (millions)</th><th>N<sub>initial</sub></th><th>N<sub>design</sub></th><th>N<sub>max</sub></th></tr><tr><td>2</td><td>&lt; 3.0</td><td>6</td><td>50</td><td>75</td></tr><tr><td>3</td><td>3.0 to &lt; 30.0</td><td>7</td><td>75</td><td>115</td></tr><tr><td>4</td><td>≥ 30.0</td><td>8</td><td>100</td><td>160</td></tr></table>   |                      |                     | Number of Gyrations |                           |      | Class     | ESAL's (millions) | N <sub>initial</sub>  | N <sub>design</sub> | N <sub>max</sub>   | 2   | < 3.0            | 6 | 50 | 75 | 3 | 3.0 to < 30.0 | 7 | 75 | 115 | 4 | ≥ 30.0 | 8 | 100 | 160 |
|  |  | Number of Gyrations  |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| Class  | ESAL's (millions)  | N <sub>initial</sub> | N <sub>design</sub> | N <sub>max</sub>    |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| 2  | < 3.0  | 6                    | 50                  | 75                  |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| 3  | 3.0 to < 30.0  | 7                    | 75                  | 115                 |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| 4  | ≥ 30.0   | 8                    | 100                 | 160                 |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 403.03.09 Leveling and Wedging, and Scratch Course.<br>A) Leveling and Wedging.<br>Replace the first sentence of the first paragraph with the following:<br><br>Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.   |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 403.03.09 Leveling and Wedging, and Scratch Course.<br>B) Scratch Course.<br>Replace the second sentence of the first paragraph with the following:<br><br>Conform to the gradation requirements (control points) of AASHTO M 323 for base, binder, or surface as the Engineer directs.  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 407.01 DESCRIPTION.<br>Replace the first sentence of the paragraph with the following:<br><br>Construct a pavement wedge composed of a hot-mixed or warm-mixed asphalt mixture.  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 409.01 DESCRIPTION.<br>Replace the first sentence of the paragraph with the following:<br><br>Use reclaimed asphalt pavement (RAP) from Department projects or other approved sources in hot mix asphalt (HMA) or warm mix asphalt (WMA) provided mixture requirements are satisfied.  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 410.01 DESCRIPTION.<br>Delete the second sentence of the paragraph.  |                      |                     |                     |                           |      |           |                   |                       |                     |                    |     |                  |   |    |    |   |               |   |    |     |   |        |   |     |     |

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| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 410.03.01 Corrective Work.<br>Replace the last sentence of the paragraph with the following:<br><br>Provide a final surface comparable to the adjacent pavement that does not require corrective work in respect to texture, appearance, and skid resistance.   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
|--|---|--------------|--|-----------|-----------------|------|-----------|------|-----------|------|------------------------|------|------------------------|-----|------------------|
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>NUMBER:</b><br><b>REVISION:</b> | 410.03.02 Ride Quality.<br>B) Requirements.<br>1) Category A.<br>Replace the last sentence of the first paragraph with the following:<br><br>At the Department’s discretion, a pay deduction of \$1200 per 0.1-lane-mile section may be applied in lieu of corrective work.   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>NUMBER:</b><br><b>REVISION:</b> | 410.03.02 Ride Quality.<br>B) Requirements.<br>2) Category B.<br>Replace the second and third sentence of the first paragraph with the following:<br><br>When the IRI is greater than 90 for a 0.1-mile section, perform corrective work, or remove and replace the pavement to achieve the specified IRI. At the Department’s discretion, a pay deduction of \$750 per 0.1-lane-mile section may be applied in lieu of corrective work.  |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 410.05 PAYMENT.<br>Add the following sentence to the end of the first paragraph:<br><br>The sum of the pay value adjustments for ride quality shall not exceed \$0 for the project as a whole.  |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 413.05.02 CL3 SMA BASE 1.00D PG76-22.<br>Insert the following sentence between the first and second sentence of the first paragraph:<br><br>The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| <b>SUBSECTION:</b><br><b>TABLE:</b><br><b>REVISION:</b>                  | 413.05.02 CL3 SMA BASE 1.00D PG 76-22.<br>JOINT DENSITY TABLE<br>Replace the joint density table with the following: <table><tr><th colspan="2">LANE DENSITY</th></tr><tr><th>Pay Value</th><th>Test Result (%)</th></tr><tr><td>1.05</td><td>95.0-96.5</td></tr><tr><td>1.00</td><td>93.0-94.9</td></tr><tr><td>0.95</td><td>92.0-92.9 or 96.6-97.0</td></tr><tr><td>0.90</td><td>91.0-91.9 or 97.1-97.5</td></tr><tr><td>(1)</td><td>&lt; 91.0 or &gt; 97.5</td></tr></table> | LANE DENSITY |  | Pay Value | Test Result (%) | 1.05 | 95.0-96.5 | 1.00 | 93.0-94.9 | 0.95 | 92.0-92.9 or 96.6-97.0 | 0.90 | 91.0-91.9 or 97.1-97.5 | (1) | < 91.0 or > 97.5 |
| LANE DENSITY   |   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| Pay Value  | Test Result (%)   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| 1.05   | 95.0-96.5   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| 1.00   | 93.0-94.9   |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| 0.95   | 92.0-92.9 or 96.6-97.0  |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| 0.90   | 91.0-91.9 or 97.1-97.5  |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| (1)  | < 91.0 or > 97.5  |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22.<br>Insert the following sentence between the first and second sentence of the first paragraph:<br><br>The Department will calculate the Lot Pay Adjustment using all possible incentives and disincentives but will not allow the overall pay value for a lot to exceed 1.00.  |              |  |           |                 |      |           |      |           |      |                        |      |                        |     |                  |

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| <b>SUBSECTION:</b><br><b>TABLE:</b><br><b>REVISION:</b> | 413.05.03 CL3 SMA SURF 0.50A PG76-22 and CL3 SMA SURF 0.38A PG76-22.<br>JOINT DENSITY TABLE<br>Replace the joint density table with the following: <div><table><tr><th colspan="3">DENSITY</th></tr><tr><th>Pay Value</th><th>Lane Density<br/>Test Result (%)</th><th>Joint Density<br/>Test Result (%)</th></tr><tr><td>1.05</td><td>95.0-96.5</td><td>92.0-96.0</td></tr><tr><td>1.00</td><td>93.0-94.9</td><td>90.0-91.9</td></tr><tr><td>0.95</td><td>92.0-92.9 or 96.6-97.0</td><td>89.0-89.9 or 96.1-96.5</td></tr><tr><td>0.90</td><td>91.0-91.9 or 97.1-97.5</td><td>88.0-88.9 or 96.6-97.0</td></tr><tr><td>0.75</td><td>----</td><td>&lt; 88.0 or &gt; 97.0</td></tr><tr><td>(1)</td><td>&lt; 91.0 or &gt; 97.5</td><td>----</td></tr></table></div> | DENSITY                          |                 |                 | Pay Value  | Lane Density<br>Test Result (%) | Joint Density<br>Test Result (%) | 1.05 | 95.0-96.5 | 92.0-96.0 | 1.00 | 93.0-94.9 | 90.0-91.9 | 0.95 | 92.0-92.9 or 96.6-97.0 | 89.0-89.9 or 96.1-96.5 | 0.90 | 91.0-91.9 or 97.1-97.5 | 88.0-88.9 or 96.6-97.0 | 0.75 | ---- | < 88.0 or > 97.0 | (1) | < 91.0 or > 97.5 | ---- |
|---|---|----------------------------------|-----------------|-----------------|------------|---------------------------------|----------------------------------|------|-----------|-----------|------|-----------|-----------|------|------------------------|------------------------|------|------------------------|------------------------|------|------|------------------|-----|------------------|------|
| DENSITY   |   |                                  |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| Pay Value   | Lane Density<br>Test Result (%)   | Joint Density<br>Test Result (%) |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| 1.05  | 95.0-96.5   | 92.0-96.0                        |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| 1.00  | 93.0-94.9   | 90.0-91.9                        |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| 0.95  | 92.0-92.9 or 96.6-97.0  | 89.0-89.9 or 96.1-96.5           |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| 0.90  | 91.0-91.9 or 97.1-97.5  | 88.0-88.9 or 96.6-97.0           |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| 0.75  | ----  | < 88.0 or > 97.0                 |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| (1)   | < 91.0 or > 97.5  | ----                             |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 501.05.02 Ride Quality.<br>Add the following sentence to the end of the first paragraph:<br><br>The sum of the pay value adjustments for the ride quality shall not exceed \$0 for the project as a whole.  |                                  |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 505.03.04 Detectable Warnings.<br>Replace the first sentence with the following:<br><br>Install detectable warning pavers at all sidewalk ramps and on all commercial entrances according to the Standard Drawings.   |                                  |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 505.04.04 Detectable Warnings.<br>Replace the paragraph with the following:<br><br>The Department will measure the quantity in square feet. All retrofit applications for maintenance projects will require the removal of existing sidewalks to meet the requirements of the standard drawings applicable to the project. The cost associated with the removal of the existing sidewalk will be incidental to the detectable warnings bid item or incidental to the bid item for the construction of the concrete sidewalk unless otherwise noted.   |                                  |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 505.05 PAYMENT.<br>Add the following to the bid item table: <div><table><tr><td><u>Code</u></td><td><u>Pay Item</u></td><td><u>Pay Unit</u></td></tr><tr><td>23158ES505</td><td>Detectable Warnings</td><td>Square Foot</td></tr></table></div>   | <u>Code</u>                      | <u>Pay Item</u> | <u>Pay Unit</u> | 23158ES505 | Detectable Warnings             | Square Foot                      |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| <u>Code</u>   | <u>Pay Item</u>   | <u>Pay Unit</u>                  |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| 23158ES505  | Detectable Warnings   | Square Foot                      |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 509.01 DESCRIPTION.<br>Replace the second paragraph with the following:<br><br>The Department may allow the use of similar units that conform to the National Cooperative Highway Research Program (NCHRP) 350 Test Level 3 (TL-3) requirements and the typical features depicted by the Standard Drawings. Obtain the Engineers approval prior to use. Ensure the barrier wall shape, length, material, drain slot dimensions and locations typical features are met and the reported maximum deflection is 3 feet or less from the NCHRP 350 TL-3 for Test 3 – 11 (pickup truck impacting at 60 mph at a 25-degree angle.)  |                                  |                 |                 |            |                                 |                                  |      |           |           |      |           |           |      |                        |                        |      |                        |                        |      |      |                  |     |                  |      |



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| <b>SUBSECTION:</b><br><b>REVISION:</b>                                   | 601.03.02 Concrete Producer Responsibilities.<br>Replace the first sentence with the following:<br><br>Obtain the concrete from producers that are in compliance with KM 64-323 and on the Department's List of Approved Materials.<br><br>Add the following to the first paragraph:<br><br>If a concrete plant becomes unqualified during a project and there are no other qualified plants in the region, the Department will provide qualified personnel to witness and ensure the producer follows the required specifications. The Department will assess the Contractor a \$100 per hour charge for this service.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 601.03.02 Concrete Producer Responsibilities.<br>B) Certified Personnel.<br>Replace the second sentence with the following:<br><br>Ensure that the concrete technicians are certified as ACI Level I (Level I) and KRMCA Level II (Level II).   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 601.03.02 Concrete Producer Responsibilities.<br>C) Quality Control.<br>Replace the second sentence with the following:<br><br>Ensure that the Level II concrete technician is present when work is in progress and is responsible for inspecting trucks, batch weight calculations, monitoring batching, making mixture adjustments, reviewing the slump, air content, unit weight, temperature, and aggregate tests, all to provide conforming concrete to the project.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 601.03.02 Concrete Producer Responsibilities.<br>D) Producer Testing.<br>Replace with the following:<br><br>When producing for state work, have a Qualified Concrete Aggregate Technician or KYTC Qualified Aggregate Technician perform, at a minimum, weekly gradations and minus 200 wash tests and daily moisture contents of coarse and fine aggregate (Fine aggregates will not require a minus 200 wash test). Using the daily moisture contents, adjust the approved mix design accordingly prior to production. Ensure that the Level II concrete technician is present when work is in progress and is responsible for inspecting trucks, batch weight calculations, monitoring batching, making mixture adjustments, reviewing the slump, air content, unit weight, temperature, and aggregate tests, all to provide conforming concrete to the project. |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                   | 601.03.02 Concrete Producer Responsibilities.<br>E) Trip Tickets.<br>Replace the second sentence with the following:<br><br>Include on the trip ticket the Sample ID for the approved mix design and a statement certifying that the data on the ticket is correct and that the mixture conforms to the mix design.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>NUMBER:</b><br><b>REVISION:</b> | 601.03.03 Proportioning and Requirements.<br>C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures<br>2) Mineral Admixtures.<br>Replace the second sentence with the following:<br><br>Reduction of the total cement content by a combination of mineral admixtures will be allowed, up to a maximum of 40 percent.   |



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| <b>SUBSECTION:</b><br><b>PART:</b><br><b>NUMBER:</b><br><b>LETTER:</b><br><b>REVISION:</b> | 601.03.03 Proportioning and Requirements.<br>C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures<br>2) Mineral Admixtures.<br>a) Fly Ash.<br>Delete the last sentence of the third paragraph.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>NUMBER:</b><br><b>LETTER:</b><br><b>REVISION:</b> | 601.03.03 Proportioning and Requirements.<br>C) Mixtures Using Type IP, IS, and I(SM) Cement or Mineral Admixtures<br>2) Mineral Admixtures.<br>b) Ground Granulated Blast Furnace Slag (GGBF Slag).<br>Delete the second sentence of the third paragraph.  |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                                     | 601.03.03 Proportioning and Requirements.<br>E) Measuring.<br>Add the following sentence:<br><br>Conform to the individual ingredient material batching tolerances in Appendix A.   |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                                     | 601.03.09 Placing Concrete.<br>A) General.<br>Replace the last sentence of the fourth paragraph with the following:<br><br>Do not use aluminum or aluminum alloy troughs, pipes, or chutes that have surface damage or for lengths greater than 20 feet.<br><br>Replace the second sentence of the fifth paragraph with the following:<br><br>When pumping, equip the delivery pipe with a nozzle, having a minimum of 2 right angles, at the discharge end. Alternate nozzles or restriction devices may be allowed with prior approval by the Engineer. |
| <b>SUBSECTION:</b><br><b>REVISION:</b>   | 605.02.05 Forms.<br>Delete the last sentence.   |
| <b>SUBSECTION:</b><br><b>REVISION:</b>   | 605.03.04 Tack Welding.<br>Replace with the following:<br><br>The Department does not allow tack welding.   |
| <b>SUBSECTION:</b><br><b>REVISION:</b>   | 606.02.11 Coarse Aggregate.<br>Replace with the following:<br><br>Conform to Section 805, size No. 8 or 9-M.  |
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b>                                     | 609.03.04 Expansion and Fixed Joints.<br>D) Preformed Neoprene Joint Seals.<br>Replace the last sentence of paragraph seven with the following:<br><br>Field splices will not be allowed during partial width construction. It is Contractor's responsibility to determine and install the length of seal required for the joint to barrier wall as per the standard drawing.   |
| <b>SUBSECTION:</b><br><b>REVISION:</b>   | 609.03.09 Finish with Burlap Drag.<br>Delete the entire section.  |
| <b>SUBSECTION:</b><br><b>REVISION:</b>   | 609.04.06 Joint Sealing.<br>Replace Subsection 601.04 with the following:<br><br>Subsection 606.04.08.  |

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| <b>SUBSECTION:<br/>REVISION:</b> | <p>609.05 Payment.<br/>Replace the Pay Unit for Joint Sealing with the following:</p> <p>See Subsection 606.05.</p>   |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>701.03.06 Initial Backfill.<br/>Replace the first sentence of the last paragraph with the following:</p> <p>When the Contract specifies, perform quality control testing to verify compaction according to KM 64-512.</p>  |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>701.03.08 Testing of Pipe.<br/>Replace and rename the subsection with the following:</p> <p><b>701.03.08 Inspection of Pipe.</b> The engineer will visually inspect all pipe. The Department will require camera/video inspection on a minimum of 50 percent of the linear feet of all installed pipe structures. Conduct camera/video inspection according to KM 64-114. The pipe to be installed under pavement will be selected first. If the total linear feet of pipe under pavement is less than 50 percent of the linear feet of all pipe installed, the Engineer will randomly select installations from the remaining pipe structures on the project to provide for the minimum inspection requirement. The pipe will be selected in complete runs (junction-junction or headwall-headwall) until the total linear feet of pipe to be inspected is at least 50 percent of the total linear feet of all installed pipe on the project.</p> <p>Unless the Engineer directs otherwise, schedule the inspections no sooner than 30 days after completing the installation and completion of earthwork to within 1 foot of the finished subgrade. When final surfacing conflicts with the 30-day minimum, conduct the inspections prior to placement of the final surface. The contractor must ensure that all pipe are free and clear of any debris so that a complete inspection is possible.</p> <p>Notify the Engineer immediately if distresses or locations of improper installation are discovered. When camera testing shows distresses or improper installation in the installed pipe, the Engineer may require additional sections to be tested. Provide the video and report to the Engineer when testing is complete in accordance with KM 64-114.</p> <p>Pipes that exhibit distress or signs of improper installation may necessitate repair or removal as the Engineer directs. These signs include, but are not limited to: deflection, cracking, joint separation, sagging or other interior damage. If corrugated metal or thermoplastic pipes exceed the deflection and installation thresholds indicated in the table below, provide the Department with an evaluation of each location conducted by a Professional Engineer addressing the severity of the deflection, structural integrity, environmental conditions, design service life, and an evaluation of the factor of safety using Section 12, "Buried Structures and Tunnel Liners," of the AASHTO LRFD Bridge Design Specifications. Based on the evaluation, the Department may allow the pipe to remain in place at a reduced unit price as shown in the table below. Provide 5 business days for the Department to review the evaluation. When the pipe shows deflection of 10 percent or greater, remove and replace the pipe. When the camera/video or laser inspection results are called into question, the Department may require direct measurements or mandrel testing.</p> <p>The Cabinet may elect to conduct Quality Assurance verifications of any pipe inspections.</p> |
| <b>SUBSECTION:<br/>REVISION:</b> | <p>701.04.07 Testing.<br/>Replace and rename the subsection with the following:</p> <p><b>701.04.07 Pipeline Video Inspection.</b> The Department will measure the quantity in linear feet along the pipe invert of the structure inspected. When inspection above the specified 50 percent is performed due to a disagreement or suspicion of additional distresses and the Department is found in error, the Department will measure the quantity as Extra Work according to Subsection 104.03. However, if additional distresses or non-conformance is found, the Department will not measure the additional inspection for payment.</p>   |

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| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 701.05 PAYMENT<br>Add the following pay item to the list of pay items:<br><table><tr><td>Code</td><td>Pay Item</td><td>Pay Unit</td></tr><tr><td>23131ER701</td><td>Pipeline Video Inspection</td><td>Linear Foot</td></tr></table>  | Code                         | Pay Item               | Pay Unit                     | 23131ER701              | Pipeline Video Inspection           | Linear Foot                |                         |  |                         |                                 |                                      |                         |
|---|--|------------------------------|------------------------|------------------------------|-------------------------|-------------------------------------|----------------------------|-------------------------|--|-------------------------|---------------------------------|--------------------------------------|-------------------------|
| Code  | Pay Item   | Pay Unit                     |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 23131ER701  | Pipeline Video Inspection  | Linear Foot                  |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>TABLE:</b><br><b>REVISION:</b> | 701.05 PAYMENT<br>PIPE DEFLECTION DETERMINED BY CAMERA TESTING<br>Replace this table with the following table and note:<br><table><tr><th colspan="2">PIPE DEFLECTION</th></tr><tr><th>Amount of Deflection (%)</th><th>Payment</th></tr><tr><td>0.0 to 5.0</td><td>100% of the Unit Bid Price</td></tr><tr><td>5.1 to 9.9</td><td>50% of the Unit Bid Price <sup>(1)</sup></td></tr><tr><td>10 or greater</td><td>Remove and Replace</td></tr></table> <p>(1) Provide Structural Analysis as indicated above. Based on the structural analysis, pipe may be allowed to remain in place at the reduced unit price.</p> | PIPE DEFLECTION              |                        | Amount of Deflection (%)     | Payment                 | 0.0 to 5.0                          | 100% of the Unit Bid Price | 5.1 to 9.9              | 50% of the Unit Bid Price <sup>(1)</sup> | 10 or greater           | Remove and Replace              |                                      |                         |
| PIPE DEFLECTION   |  |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| Amount of Deflection (%)                                | Payment  |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 0.0 to 5.0  | 100% of the Unit Bid Price   |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 5.1 to 9.9  | 50% of the Unit Bid Price <sup>(1)</sup>   |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 10 or greater   | Remove and Replace   |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>TABLE:</b><br><b>REVISION:</b> | 701.05 PAYMENT<br>PIPE DEFLECTION DETERMINED BY MANDREL TESTING<br>Delete this table.  |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 713.02.01 Paint.<br>Replace with the following:<br><br>Conform to Section 842 and Section 846.   |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 713.03 CONSTRUCTION.<br>Replace the first sentence of the second paragraph with the following:<br><br>On interstates and parkways, and other routes approved by the State Highway Engineer, install pavement striping that is 6 inches in width.   |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 713.03.03 Paint Application.<br>Replace the second paragraph with the following table:<br><table><tr><th>Material</th><th>Paint Application Rate</th><th>Glass Beads Application Rate</th></tr><tr><td>4 inch waterborne paint</td><td>Min. of 16.5 gallons/mile</td><td>Min. of 6 pounds/gallon</td></tr><tr><td>6 inch waterborne paint</td><td>Min. of 24.8 gallons/mile</td><td>Min. of 6 pounds/gallon</td></tr><tr><td>6 inch durable waterborne paint</td><td>Min. of 36 gallons/mile</td><td>Min. of 6 pounds/gallon</td></tr></table>   | Material                     | Paint Application Rate | Glass Beads Application Rate | 4 inch waterborne paint | Min. of 16.5 gallons/mile           | Min. of 6 pounds/gallon    | 6 inch waterborne paint | Min. of 24.8 gallons/mile                | Min. of 6 pounds/gallon | 6 inch durable waterborne paint | Min. of 36 gallons/mile              | Min. of 6 pounds/gallon |
| Material  | Paint Application Rate   | Glass Beads Application Rate |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 4 inch waterborne paint                                 | Min. of 16.5 gallons/mile  | Min. of 6 pounds/gallon      |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 6 inch waterborne paint                                 | Min. of 24.8 gallons/mile  | Min. of 6 pounds/gallon      |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 6 inch durable waterborne paint                         | Min. of 36 gallons/mile  | Min. of 6 pounds/gallon      |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 713.03.04 Marking Removal.<br>Replace the last sentence of the paragraph with the following:<br><br>Vacuum all marking material and removal debris concurrently with the marking removal operation.  |                              |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                  | 713.05 PAYMENT.<br>Insert the following codes and pay items below the Pavement Striping – Permanent Paint:<br><table><tr><td>Code</td><td>Pay Item</td><td>Pay Unit</td></tr><tr><td>24189ER</td><td>Durable Waterborne Marking – 6 IN W</td><td>Linear Foot</td></tr><tr><td>24190ER</td><td>Durable Waterborne Marking – 6 IN Y</td><td>Linear Foot</td></tr><tr><td>24191ER</td><td>Durable Waterborne Marking – 12 IN W</td><td>Linear Foot</td></tr></table>  | Code                         | Pay Item               | Pay Unit                     | 24189ER                 | Durable Waterborne Marking – 6 IN W | Linear Foot                | 24190ER                 | Durable Waterborne Marking – 6 IN Y      | Linear Foot             | 24191ER                         | Durable Waterborne Marking – 12 IN W | Linear Foot             |
| Code  | Pay Item   | Pay Unit                     |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 24189ER   | Durable Waterborne Marking – 6 IN W  | Linear Foot                  |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 24190ER   | Durable Waterborne Marking – 6 IN Y  | Linear Foot                  |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |
| 24191ER   | Durable Waterborne Marking – 12 IN W   | Linear Foot                  |                        |                              |                         |                                     |                            |                         |  |                         |                                 |                                      |                         |

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| <b>SUBSECTION:<br/>REVISION:</b> | 714.03 CONSTRUCTION.<br>Insert the following paragraph at the end of the third paragraph:<br><br>Use Type I Tape for markings on bridge decks, JPC pavement and JPC intersections. Thermoplastic should only be used for markings on asphalt pavement.   |
| <b>SUBSECTION:<br/>REVISION:</b> | 714.03.07 Marking Removal.<br>Replace the third sentence of the paragraph with the following:<br><br>Vacuum all marking material and removal debris concurrently with the marking removal operation.   |
| <b>SUBSECTION:<br/>REVISION:</b> | 716.01 DESCRIPTION.<br>Insert the following after the first sentence:<br><br>Energize lighting as soon as it is fully functional and ready for inspection. Ensure that lighting remains operational until the Division of Traffic Operations has provided written acceptance of the electrical work.   |
| <b>SUBSECTION:<br/>REVISION:</b> | 716.02.01 Roadway Lighting Materials.<br>Replace the last two sentences of the paragraph with the following:<br><br>Submit for material approval an electronic file of descriptive literature, drawings, and any requested design data to the Division of Traffic Operations. Do not begin work until shop drawings are approved. Notify the Engineer when submitting any information to the Division of Traffic Operations. Do not make substitutions for approved materials without written permission as described above. |
| <b>SECTION:<br/>REVISION:</b>    | 717 – THERMOPLASTIC INTERSECTION MARKINGS.<br>Replace the section name with the following:<br><br>INTERSECTION MARKINGS.   |
| <b>SUBSECTION:<br/>REVISION:</b> | 717.01 DESCRIPTION:<br>Replace the paragraph with the following:<br><br>Furnish and install thermoplastic or Type I tape intersection markings (Stop Bars, Crosswalks, Turn Arrows, etc.) Thermoplastic markings may be installed by either a machine applied, screed extrusion process or by applying preformed thermoplastic intersection marking material.  |
| <b>SUBSECTION:<br/>REVISION:</b> | 717.02 MATERIALS AND EQUIPMENT.<br>Insert the following subsection:<br><br>717.02.06 Type I Tape. Conform to Section 836.  |
| <b>SUBSECTION:<br/>REVISION:</b> | 717.03.03 Application.<br>Insert the following part to the subsection:<br><br>B) Type I Tape Intersection Markings. Apply according to the manufacturer's recommendations. Cut all tape at pavement joints when applied to concrete surfaces.  |

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|--|---|-----------------|-----------------|-----------------|-------|----------------------------------|-------------|------------|----------------------------|------|------------------------|----------------------------------|-------------|------------------------|------------------------------------|-------------|------------|---------------------------------|-------------|------------|---|-------------|------------|---------------------------------|------|-----------------------|--|--|------------|---------------------------|------|------------|-----------------------------|------|------------|---------------------------------------|-------------|------------|--------------------------|------|
| <b>SUBSECTION:</b><br><b>PART:</b><br><b>REVISION:</b> | 717.03.05 Proving Period.<br>A) Requirements.<br>Insert the following to this section:<br><br>2) Type I Tape. During the proving period, ensure that the pavement marking material shows no signs of failure due to blistering, excessive cracking, bleeding, staining, discoloration, oil content of the pavement materials, drippings, chipping, spalling, poor adhesion to the pavement, loss of retroreflectivity, vehicular damage, and normal wear. Type I Tape is manufactured off site and warranted by the manufacturer to meet certain retroreflective requirements. As long as the material is adequately bonded to the surface and shows no signs of failure due to the other items listed in Subsection 714.03.06 A) 1), retroreflectivity readings will not be required. In the absence of readings, the Department will accept tape based on a nighttime visual observation.   |                 |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 717.03.06 Marking Removal.<br>Replace the third sentence of the paragraph with the following:<br><br>Vacuum all marking material and removal debris concurrently with the marking removal operation.  |                 |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 717.05 PAYMENT.<br>Insert the following bid item codes:<br><table><tr><td><u>Code</u></td><td><u>Pay Unit</u></td><td><u>Pay Item</u></td></tr><tr><td>06563</td><td>Pave Marking – R/R X Bucks 16 IN</td><td>Linear Foot</td></tr><tr><td>20782NS714</td><td>Pave Marking Thermo – Bike</td><td>Each</td></tr><tr><td>23251ES717, 23264ES717</td><td>Pave Mark TY I Tape X-Walk, Size</td><td>Linear Foot</td></tr><tr><td>23252ES717, 23265ES717</td><td>Pave Mark TY I Tape Stop Bar, Size</td><td>Linear Foot</td></tr><tr><td>23253ES717</td><td>Pave Mark TY I Tape Cross Hatch</td><td>Square Foot</td></tr><tr><td>23254ES717</td><td>Pave Mark TY I Tape Dotted Lane Extension</td><td>Linear Foot</td></tr><tr><td>23255ES717</td><td>Pave Mark TY I Tape Arrow, Type</td><td>Each</td></tr><tr><td>23268ES717-23270ES717</td><td></td><td></td></tr><tr><td>23256ES717</td><td>Pave Mark TY I Tape- ONLY</td><td>Each</td></tr><tr><td>23257ES717</td><td>Pave Mark TY I Tape- SCHOOL</td><td>Each</td></tr><tr><td>23266ES717</td><td>Pave Mark TY 1 Tape R/R X Bucks-16 IN</td><td>Linear Foot</td></tr><tr><td>23267ES717</td><td>Pave Mark TY 1 Tape-Bike</td><td>Each</td></tr></table> | <u>Code</u>     | <u>Pay Unit</u> | <u>Pay Item</u> | 06563 | Pave Marking – R/R X Bucks 16 IN | Linear Foot | 20782NS714 | Pave Marking Thermo – Bike | Each | 23251ES717, 23264ES717 | Pave Mark TY I Tape X-Walk, Size | Linear Foot | 23252ES717, 23265ES717 | Pave Mark TY I Tape Stop Bar, Size | Linear Foot | 23253ES717 | Pave Mark TY I Tape Cross Hatch | Square Foot | 23254ES717 | Pave Mark TY I Tape Dotted Lane Extension | Linear Foot | 23255ES717 | Pave Mark TY I Tape Arrow, Type | Each | 23268ES717-23270ES717 |  |  | 23256ES717 | Pave Mark TY I Tape- ONLY | Each | 23257ES717 | Pave Mark TY I Tape- SCHOOL | Each | 23266ES717 | Pave Mark TY 1 Tape R/R X Bucks-16 IN | Linear Foot | 23267ES717 | Pave Mark TY 1 Tape-Bike | Each |
| <u>Code</u>  | <u>Pay Unit</u>   | <u>Pay Item</u> |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 06563  | Pave Marking – R/R X Bucks 16 IN  | Linear Foot     |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 20782NS714   | Pave Marking Thermo – Bike  | Each            |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23251ES717, 23264ES717                                 | Pave Mark TY I Tape X-Walk, Size  | Linear Foot     |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23252ES717, 23265ES717                                 | Pave Mark TY I Tape Stop Bar, Size  | Linear Foot     |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23253ES717   | Pave Mark TY I Tape Cross Hatch   | Square Foot     |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23254ES717   | Pave Mark TY I Tape Dotted Lane Extension   | Linear Foot     |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23255ES717   | Pave Mark TY I Tape Arrow, Type   | Each            |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23268ES717-23270ES717                                  |   |                 |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23256ES717   | Pave Mark TY I Tape- ONLY   | Each            |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23257ES717   | Pave Mark TY I Tape- SCHOOL   | Each            |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23266ES717   | Pave Mark TY 1 Tape R/R X Bucks-16 IN   | Linear Foot     |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| 23267ES717   | Pave Mark TY 1 Tape-Bike  | Each            |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 725.02.02 Type VI Class C & CT.<br>Replace bullet 2) with the following:<br><br>2) The SCI100GM System as developed by SCI Products, Inc. of St. Charles, Illinois. For all miscellaneous metal work conform to ASTM A 36 and galvanize according to ASTM A 123. For the SCI100GM fender panels conform to AASHTO 180. Galvanize the SCI100GM fender panels and SCI100GM -beam connectors after fabrication according to ASTM A 123.  |                 |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 725.02.04 Type VII Class C.<br>Replace bullet 2) with the following:<br>2) The SCI100GM System as developed by SCI Products, Inc. of St. Charles, Illinois. For all miscellaneous metal work conform to ASTM A 36 and galvanize according to ASTM A 123. For the SCI100GM fender panels conform to AASHTO 180. Galvanize the SCI100GM fender panels and SCI100GM-beam connectors after fabrication according to ASTM A 123.   |                 |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                 | 801.01 REQUIREMENTS.<br>Delete the fourth sentence of the first paragraph and add the following to the second paragraph.<br><br>When supplying cement with a SO <sub>3</sub> content above the value in table I of ASTM C 150, include supportive ASTM C 1038 14-day expansion test data for the supplied SO <sub>3</sub> content on the certification.   |                 |                 |                 |       |                                  |             |            |                            |      |                        |                                  |             |                        |                                    |             |            |                                 |             |            |   |             |            |                                 |      |                       |  |  |            |                           |      |            |                             |      |            |                                       |             |            |                          |      |

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|   |  |
|---|--|
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                  | 805.01 GENERAL.<br>Replace the second paragraph with the following:<br><br>The Department’s List of Approved Materials includes the Aggregate Source List, the list of Class A and Class B Polish-Resistant Aggregate Sources, and the Concrete Restriction List.  |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                  | 805.04 CONCRETE.<br>Delete footnote (1) The permissible lightweight particle content of gravel coarse aggregate for reinforced concrete box culvert sections, concrete pipe, pipe arches, or for use only in concrete that will be permanently protected from freezing by 2 feet or more of cover is 10.0 percent. |
| <b>SUBSECTION:</b><br><b>REVISION:</b>                                  | 805.04 CONCRETE.<br>Replace the “AASHTO T 160” reference in first sentence of the third paragraph with “KM 64-629”   |
| <b>SUBSECTION:</b><br><b>TABLE:</b><br><b>PART:</b><br><b>REVISION:</b> | 805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE.<br>AGGREGATE SIZE USE<br>Cement Concrete Structures and Incidental Construction<br>Replace “9-M for Waterproofing Overlays” with “8 or 9-M for Waterproofing Overlays”  |

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**SUBSECTION:** 805.15 GRADATION ACCEPTANCE OF NON-SPECIFICATION COARSE AGGREGATE.  
**REVISION:** Replace the "SIZES OF COARSE AGGREGATES" table in with the following:

| SIZES OF COARSE AGGREGATES  |            |   |        |            |        |            |        |            |        |          |          |          |        |       |        |        |         |         |
|---|------------|---|--------|------------|--------|------------|--------|------------|--------|----------|----------|----------|--------|-------|--------|--------|---------|---------|
| AMOUNTS FINER THAN EACH LABORATORY SIEVE (SQUARE OPENINGS) PERCENTAGE BY WEIGHT |            |   |        |            |        |            |        |            |        |          |          |          |        |       |        |        |         |         |
| Aggregate Size  | Sieve      | Nominal <sup>(3)</sup><br>Maximum<br>Aggregate Size | 4 inch | 3 1/2 inch | 3 inch | 2 1/2 inch | 2 inch | 1 1/2 inch | 1 inch | 3/4 inch | 1/2 inch | 3/8 inch | No. 4  | No. 8 | No. 16 | No. 30 | No. 100 | No. 200 |
| 1   | 3 1/2 inch |   | 100    | 90-100     |        | 25-60      |        | 0-15       |        | 0-5      |          |          |        |       |        |        |         |         |
| 2   | 2 1/2 inch |   |        |            | 100    | 90-100     | 35-70  | 0-15       |        | 0-5      |          |          |        |       |        |        |         |         |
| 23  | 2 inch     |   |        |            | 100    |            | 40-90  |            | 0-15   |          | 0-5      |          |        |       |        |        |         |         |
| 3   | 2 inch     |   |        |            |        | 100        | 90-100 | 35-70      | 0-15   |          | 0-5      |          |        |       |        |        |         |         |
| 357   | 2 inch     |   |        |            |        | 100        | 95-100 |            | 35-70  |          | 10-30    |          | 0-5    |       |        |        |         |         |
| 4   | 1 1/2 inch |   |        |            |        |            | 100    | 90-100     | 20-55  | 0-15     |          | 0-5      |        |       |        |        |         |         |
| 467   | 1 1/2 inch |   |        |            |        |            | 100    | 95-100     |        | 35-70    |          | 10-30    | 0-5    |       |        |        |         |         |
| 5   | 1 inch     |   |        |            |        |            |        | 100        | 90-100 | 20-55    | 0-10     | 0-5      |        |       |        |        |         |         |
| 57  | 1 inch     |   |        |            |        |            |        | 100        | 95-100 |          | 25-60    |          | 0-10   | 0-5   |        |        |         |         |
| 610   | 1 inch     |   |        |            |        |            |        | 100        | 85-100 |          | 40-75    |          | 15-40  |       |        |        |         |         |
| 67  | 3/4 inch   |   |        |            |        |            |        |            | 100    | 90-100   |          | 20-55    | 0-10   | 0-5   |        |        |         |         |
| 68  | 3/4 inch   |   |        |            |        |            |        |            | 100    | 90-100   |          | 30-65    | 5-25   | 0-10  | 0-5    |        |         |         |
| 710   | 3/4 inch   |   |        |            |        |            |        |            | 100    | 80-100   |          | 30-75    | 0-30   |       |        |        |         |         |
| 78  | 1/2 inch   |   |        |            |        |            |        |            |        | 100      | 90-100   | 40-75    | 5-25   | 0-10  | 0-5    |        |         |         |
| 8   | 3/8 inch   |   |        |            |        |            |        |            |        |          | 100      | 85-100   | 10-30  | 0-10  | 0-5    |        |         |         |
| 9-M   | 3/8 inch   |   |        |            |        |            |        |            |        |          | 100      | 75-100   | 0-25   | 0-5   |        |        |         |         |
| 10 <sup>(2)</sup>   | No. 4      |   |        |            |        |            |        |            |        |          |          | 100      | 85-100 |       |        |        | 10-30   |         |
| 11 <sup>(2)</sup>   | No. 4      |   |        |            |        |            |        |            |        |          |          | 100      | 40-90  | 10-40 |        |        | 0-5     |         |
| DENSE GRADED<br>AGGREGATE <sup>(1)</sup>  | 3/4 inch   |   |        |            |        |            |        |            | 100    | 70-100   |          | 50-80    | 30-65  |       |        | 10-40  |         | 4-13    |
| CRUSHED<br>STONE BASE <sup>(1)</sup>  | 1 1/2 inch |   |        |            |        | 100        |        | 90-100     |        | 60-95    |          | 30-70    | 15-55  |       |        | 5-20   |         | 0-8     |

<sup>(1)</sup> Gradation performed by wet sieve KM 64-620 or AASHTO T 11/T 27.  
<sup>(2)</sup> Sizes shown for convenience and are not to be considered as coarse aggregates.  
<sup>(3)</sup> Nominal Maximum Size is the largest sieve on the gradation table for an aggregate size on which any material may be retained.  
Note: The Department will allow blending of same source/same type aggregate when precise procedures are used such as cold feed, belt, or equivalent and combining of sizes or types of aggregate using the weigh hopper at concrete plants or controlled feed belts at the pugmill to obtain designated sizes.



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|   |  |               |          |          |                      |                        |
|---|--|---------------|----------|----------|----------------------|------------------------|
| <b>SUBSECTION:<br/>REVISION:</b>            | 805.16 SAMPLING AND TESTING.<br>Replace the “AASHTO T 160” method with the “KM 64-629” method for the Concrete Beam Expansion Test.<br><br>Replace the “ASTM D 3042” method with the “KM 64-625” method for Insoluble Residue.   |               |          |          |                      |                        |
| <b>SUBSECTION:<br/>REVISION:</b>            | 810.04.01 Coating Requirements.<br>Replace the “Subsection 806.07” references with “Subsection 806.06”   |               |          |          |                      |                        |
| <b>SUBSECTION:<br/>PART:<br/>REVISION:</b>  | 810.06.01 Polyvinyl Chloride (PVC) Pipe.<br>B) Culvert and Entrance Pipe.<br>Replace the title with the following:<br><br>B) Culvert Pipe, Storm Sewer, and Entrance Pipe.   |               |          |          |                      |                        |
| <b>SUBSECTION:<br/>REVISION:</b>            | 823.02 LIQUID MEMBRANE FORMING COMPOUNDS.<br>Add the following:<br><br>Effective July 1, 2011, to remain on or be added to the Department’s approved list, products must have completed testing or been submitted for testing through the National Transportation Product Evaluation Program (NTPEP) for Concrete Curing Compounds.  |               |          |          |                      |                        |
| <b>SUBSECTION:<br/>REVISION:</b>            | 837.03 APPROVAL.<br>Replace the last sentence with the following:<br><br>The Department will sample and evaluate for approval each lot of thermoplastic material delivered for use per contract prior to installation of the thermoplastic material. Do not allow the installation of thermoplastic material until it has been approved by the Division of Materials. Allow the Department a minimum of 10 working days to evaluate and approve thermoplastic material.  |               |          |          |                      |                        |
| <b>SUBSECTION:<br/>REVISION:</b>            | 837.03.01 Composition.<br>COMPOSITION Table:<br>Replace <table><tr><td>Lead Chromate</td><td>0.0 max.</td><td>4.0 min.</td></tr></table> with <table><tr><td>Heavy Metals Content</td><td>Comply with 40 CFR 261</td></tr></table>   | Lead Chromate | 0.0 max. | 4.0 min. | Heavy Metals Content | Comply with 40 CFR 261 |
| Lead Chromate                               | 0.0 max.   | 4.0 min.      |          |          |                      |                        |
| Heavy Metals Content                        | Comply with 40 CFR 261   |               |          |          |                      |                        |
| <b>SUBSECTION:<br/>TABLE:<br/>REVISION:</b> | 842.02 APPROVAL.<br>PAINT COMPOSITION<br>Revise the following in the table:<br><br>Replace the 2.0ΔE* values in the table with 4.0ΔE* for both Yellow and White Paint on both the Daytime and Nighttime Color Spectrophotometer.   |               |          |          |                      |                        |
| <b>SECTION:<br/>REVISION:</b>               | DIVISION 800 MATERIAL DETAILS<br>Add the following section in Division 800<br><br><b>SECTION 846 – DURABLE WATERBORNE PAINT</b><br><br><b>846.01 DESCRIPTION.</b> This section covers quick-drying durable waterborne pavement striping paint for permanent applications. The paint shall be ready-mixed, one-component, 100% acrylic waterborne striping paint suitable for application on such traffic-bearing surfaces as Portland cement concrete, bituminous cement concrete, asphalt, tar, and previously painted areas of these surfaces.<br><br><b>846.02 Approval.</b> Select materials that conform to the composition requirements below. Provide independent analysis data and certification for each formulation stating the total concentration of each heavy metal present, the test method used for each determination, and compliance to 40 CFR 261 for leachable heavy metals content. Submit initial samples for approval before beginning striping |               |          |          |                      |                        |



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operations. The initial sample may be sent from the manufacture of the paint. The Department will randomly sample and evaluate the paint each week that the striping operations are in progress.

The non-volatile portion of the vehicle shall be composed of a 100% acrylic polymer as determined by infrared spectral analysis. The acrylic resin used shall be a 100% cross-linking acrylic as evidenced by infrared peaks at wavelengths 1568, 1624, and 1672 cm-1 with intensities equal to those produced by an acrylic resin known to be 100% cross-linking.

| PAINT COMPOSITION   |  |   |
|---|--|---|
| Property and Test Method  | Yellow   | White   |
| Daytime Color (CIELAB)<br>Spectrophotometer using<br>illuminant D65 at 45°<br>illumination and 0° viewing with<br>a 2° observer | L* 81.76<br>a* 19.79<br>b* 89.89<br>Maximum allowable variation 4.0ΔE* | L* 93.51<br>a* -1.01<br>b* 0.70<br>Maximum allowable variation 4.0ΔE* |
| Nighttime Color (CIELAB)<br>Spectrophotometer using<br>illuminant A at 45° illumination<br>and 0° viewing with a 2° observer    | L* 86.90<br>a* 24.80<br>b* 95.45<br>Maximum allowable variation 4.0ΔE* | L* 93.45<br>a* -0.79<br>b* 0.43<br>Maximum allowable variation 4.0ΔE* |
| Heavy Metals Content  | Comply with 40 CFR 261   | Comply with 40 CFR 261  |
| Titanium Dioxide<br>ASTM D 4764   | NA   | 10% by weight of pigment min.   |
| VOC<br>ASTM D 2369 and D 4017   | 1.25 lb/gal max.   | 1.25 l /gal max.  |
| Contrast Ratio<br>(at 15 mils wft)  | 0.97   | 0.99  |

**846.02.01 Manufacturers Certification.** Provide a certification of analysis for each lot of traffic paint produced stating conformance to the requirements of this section. Report the formulation identification, traffic paint trade name, color, date of manufacturer, total quantity of lot produced, actual quantity of traffic paint represented, sampling method utilized to obtain the samples, and data for each sample tested to represent each lot produced.

**846.03 ACCEPTANCE PROCEDURES FOR NON-SPECIFICATION DURABLE WATERBORNE PAVEMENT STRIPING PAINT.** When non-specification paint is inadvertently incorporated into the work the Department will accept the material with a reduction in pay. The percentage deduction is cumulative based on its compositional properties, but will not exceed 60 percent. The Department will calculate the payment reduction on the unit bid price for the routes where the non-specification paint was used.

| DURABLE WATERBORNE PAVEMENT STRIPING PAINT REDUCTION SCHEDULE |       |       |          |                  |     |                      |
|---|-------|-------|----------|------------------|-----|----------------------|
| Non-conforming Property                                       | Resin | Color | Contrast | TiO <sub>2</sub> | VOC | Heavy Metals Content |
| Reduction Rate  | 60%   | 10%   | 10%      | 10%              | 60% | 60%                  |

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| <b>APPENDIX A:</b><br><b>PART:</b><br><b>REVISION:</b> | TABLUTION OF CONSTRUCTION TOLERANCES.<br>601.03.03<br>Replace with the following:<br><br>Concrete accuracy of individual ingredient material for each batch.<br>± 2.0% for aggregates<br>± 1.0% for water<br>± 1.0% for cement in batches of 4 cubic yards or greater<br>± 1.0% for total cementitious materials in batches of 4 cubic yards or greater<br>0.0% to + 4.0% for cement in batches less than 4 cubic yards<br>0.0% to + 4.0% for total cementitious materials in batches less than 4 cubic yards<br>± 3.0% for admixtures |
| <b>APPENDIX A:</b><br><b>PART:</b><br><b>REVISION:</b> | TABLUTION OF CONSTRUCTION TOLERANCES.<br>601.03.03 C) 2)<br>Delete   |

## **SPECIAL NOTE FOR PORTABLE CHANGEABLE MESSAGE SIGNS**

This Special Note will apply when indicated on the plans or in the proposal.

**1.0 DESCRIPTION.** Furnish, install, operate, and maintain variable message signs at the locations shown on the plans or designated by the Engineer. Remove and retain possession of variable message signs when they are no longer needed on the project.

## **2.0 MATERIALS.**

**2.1 General.** Use LED or flip disk/LED Variable Message Signs Class I, II, or III, as appropriate, from the Department's List of Approved Materials.

Unclassified signs may be submitted for approval by the Engineer. The Engineer may require a daytime and nighttime demonstration. The Engineer will make a final decision within 30 days after all required information is received.

### **2.2 Sign and Controls.** All signs must:

- 1) Provide 3-line messages with each line being 8 characters long and at least 18 inches tall. Each character comprises 35 pixels.
- 2) Provide at least 40 preprogrammed messages available for use at any time. Provide for quick and easy change of the displayed message; editing of the message; and additions of new messages.
- 3) Provide a controller consisting of:
  - a) Keyboard or keypad.
  - b) Readout that mimics the actual sign display. (When LCD or LCD type readout is used, include backlighting and heating or otherwise arrange for viewing in cold temperatures.)
  - c) Non-volatile memory or suitable memory with battery backup for storing pre-programmed messages.
  - d) Logic circuitry to control the sequence of messages and flash rate.
- 4) Provide a serial interface that is capable of supporting complete remote control ability through land line and cellular telephone operation. Include communication software capable of immediately updating the message, providing complete sign status, and allowing message library queries and updates.
- 5) Allow a single person easily to raise the sign to a satisfactory height above the pavement during use, and lower the sign during travel.
- 6) Allow direct wiring for operation of the sign or arrow board from an external power source when desired.
- 7) Be Highway Orange on all exterior surfaces of the trailer, supports, and controller cabinet.
- 8) Provide operation in ambient temperatures from -30 to + 120 degrees Fahrenheit during snow, rain and other inclement weather.
- 9) Provide the driver board as part of a module. All modules are interchangeable, and have plug and socket arrangements for disconnection and reconnection. Printed circuit boards associated with driver boards have a conformable coating to protect against moisture.
- 10) Provide a sign case sealed against rain, snow, dust, insects, etc. The lens is UV stabilized clear plastic (polycarbonate, acrylic, or other approved material) angled to prevent glare.

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- 11) Provide a flat black UV protected coating on the sign hardware, character PCB, and appropriate lens areas.
- 12) Provide a photocell control to provide automatic dimming.
- 13) Allow an on-off flashing sequence at an adjustable rate.
- 14) Provide a sight to aim the message.
- 15) Provide a LED display color of approximately 590 nm amber.
- 16) Provide a controller that is password protected.
- 17) Provide a security device that prevents unauthorized individuals from accessing the controller.
- 18) Provide the following 3-line messages preprogrammed and available for use when the sign unit begins operation:

|                         |                         |
|-------------------------|-------------------------|
| /KEEP/RIGHT/⇒⇒⇒/        | /MIN/SPEED/**MPH/       |
| /KEEP/LEFT/⇐⇐⇐/         | /ICY/BRIDGE/AHEAD/ /ONE |
| /LOOSE/GRAVEL/AHEAD/    | LANE/BRIDGE/AHEAD/      |
| /RD WORK/NEXT/**MILES/  | /ROUGH/ROAD/AHEAD/      |
| /TWO WAY/TRAFFIC/AHEAD/ | /MERGING/TRAFFIC/AHEAD/ |
| /PAINT/CREW/AHEAD/      | /NEXT/**/MILES/         |
| /REDUCE/SPEED/**MPH/    | /HEAVY/TRAFFIC/AHEAD/   |
| /BRIDGE/WORK/**0 FT/    | /SPEED/LIMIT/**MPH/     |
| /MAX/SPEED/**MPH/       | /BUMP/AHEAD/            |
| /SURVEY/PARTY/AHEAD/    | /TWO/WAY/TRAFFIC/       |

\*Insert numerals as directed by the Engineer.

Add other messages during the project when required by the Engineer.

**2.3 Requirements for Flip-Disc Type Signs.** Flip-disc type signs will have the following additional requirements:

- 1) Disc faces are fluorescent yellow on one side, and flat black on the reverse.
- 2) Discs are at least 3.5 square inches with a minimum character size of 5 discs horizontally by 7 discs vertically.
- 3) Discs are designed to operate without lubrication for at least 200 million operations.
- 4) Line change speed of 600 milliseconds or less.
- 5) When power is lost, the sign automatically becomes blank or displays a preprogrammed default message.

#### **2.4 Power.**

- 1) Design solar panels to yield 10 percent or greater additional charge than sign consumption. Provide energy backup for 21 days without sunlight and an on-board system charger with the ability to recharge completely discharged batteries in 24 hours.
- 2) Diesel Power Source. Ensure the following is provided for:
  - a) At least 24 spare bulbs available on the project for quick replacement of burned out bulbs.
  - b) Black light at both top and bottom of each line to illuminate discs for visibility at night or under adverse weather conditions, for flip disk signs.

- 11
- c) Diesel generator and electric start assembly, including batteries and a fuel capacity adequate to provide at least 72 hours continuous operation without refueling.
  - d) Fuel gage.
  - e) Provide all other specific features, such as bulb size, protection from sun glare, and shock protection for electronics and bulbs, to the satisfaction of the Engineer.

**3.0 CONSTRUCTION.** Furnish and operate the variable message signs as designated on the plans or by the Engineer. Ensure the bottom of the message panel is a minimum of 7 feet above the roadway in urban areas and 5 feet above in rural areas when operating. Use Class I, II, or III signs on roads with a speed limit less than 55 mph. Use Class I or II signs on roads with speed limits 55 mph or greater. Unless the Contract specifies flip-disk signs, use Class I signs on interstates and parkways.

Maintain the sign in proper working order, including repair of any damage done by others, until completion of the project. When the sign becomes inoperative, immediately repair or replace the sign. Repetitive problems with the same unit will be cause for rejection and replacement.

Use only project related messages and messages directed by the Engineer, unnecessary messages lessen the impact of the sign. Ensure the message is displayed in either one or 2 phases with each phase having no more than 3 lines of text. When no message is needed, but it is necessary to know if the sign is operable, flash only a pixel or disk.

When the sign is not needed, move it outside the clear zone or where the Engineer directs. Variable Message Signs are the property of the Contractor and shall be removed from the project when no longer needed. The Department will not assume ownership of these signs.

**4.0 MEASUREMENT.** The final quantity of Variable Message Sign will be the actual number of individual signs acceptably furnished and operated during the project. The Department will not measure signs replaced due to damage or rejection.

**5.0 PAYMENT.** The Department will pay for the Variable Message Signs at the unit price each. The Department will not pay for signs replaced due to damage or rejection. Payment is full compensation for furnishing all materials, labor, equipment, and service necessary to, operate, move, repair, and maintain or replace the variable message signs. The Department will make payment for the completed and accepted quantities under the following:

| <u>Code</u> | <u>Pay Item</u>                  | <u>Pay Unit</u> |
|-------------|----------------------------------|-----------------|
| 02671       | Portable Changeable Message Sign | Each            |

January 5, 2010

STANDARD DRAWINGS THAT APPLY

|   |            |
|---|------------|
| CURVE WIDENING AND SUPERELEVATION TRANSITIONS ..... | RGS-001-06 |
| SUPERELEVATION FOR MULTILANE PAVEMENTS .....        | RGS-002-05 |
| MISCELLANEOUS STANDARDS PART 1 .....                | RGX-001-05 |
| APPROACHES, ENTRANCES, AND MAIL BOX TURNOUT .....   | RPM-110-05 |
| LANE CLOSURE TWO-LANE HIGHWAY CASE I .....          | TTC-100-01 |
| LANE CLOSURE TWO-LANE HIGHWAY CASE II .....         | TTC-105-01 |
| LANE CLOSURE MULTI-LANE HIGHWAY CASE I .....        | TTC-115-01 |
| SHOULDER CLOSURE .....                              | TTC-135-01 |
| POST SPlicing DETAIL .....                          | TTD-110-01 |
| PAVEMENT CONDITION WARNING SIGNS .....              | TTD-125    |
| MOBILE OPERATION FOR PAINT STRIPING CASE I .....    | TTS-100-01 |
| MOBILE OPERATION FOR PAINT STRIPING CASE II .....   | TTS-105-01 |
| MOBILE OPERATION FOR PAINT STRIPING CASE III .....  | TTS-110-01 |
| MOBILE OPERATION FOR PAINT STRIPING CASE IV .....   | TTS-115-01 |

## **PART III**

### **EMPLOYMENT, WAGE AND RECORD REQUIREMENTS**

## **TRANSPORTATION CABINET DEPARTMENT OF HIGHWAYS**

### **LABOR AND WAGE REQUIREMENTS APPLICABLE TO OTHER THAN FEDERAL-AID SYSTEM PROJECTS**

- I. Application
- II. Nondiscrimination of Employees (KRS 344)
- III. Payment of Predetermined Minimum Wages
- IV. Statements and Payrolls

#### **I. APPLICATION**

1. These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract. The contractor's organization shall be construed to include only workmen employed and paid directly by the contractor and equipment owned or rented by him, with or without operators.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Provisions and such other stipulations as may be required.

3. A breach of any of the stipulations contained in these Required Provisions may be grounds for termination of the contract.

#### **II. NONDISCRIMINATION OF EMPLOYEES**

##### **AN ACT OF THE KENTUCKY GENERAL ASSEMBLY TO PREVENT DISCRIMINATION IN EMPLOYMENT KRS CHAPTER 344 EFFECTIVE JUNE 16, 1972**

The contract on this project, in accordance with KRS Chapter 344, provides that during the performance of this contract, the contractor agrees as follows:

1. The contractor shall not fail or refuse to hire, or shall not discharge any individual, or otherwise discriminate against an individual with respect to his compensation, terms, conditions, or privileges of employment, because of such individual's race, color, religion, national origin, sex, disability or age (between forty and seventy); or limit, segregate, or classify his employees in any way which would deprive or tend to deprive an individual of employment opportunities or otherwise adversely affect his status as an employee, because of such individual's race, color, religion, national origin, sex, disability or age (between forty and seventy). The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

2. The contractor shall not print or publish or cause to be printed or published a notice or advertisement relating to employment by such an employer or membership in or any classification or referral for employment by the employment agency, indicating any preference, limitation, specification, or discrimination, based on race, color, religion, national origin, sex, disability or age (between forty and seventy), except that such notice or advertisement may indicate a preference, limitation, or specification based on religion, or national origin when religion, or national origin is a bona fide occupational qualification for employment.

3. If the contractor is in control of apprenticeship or other training or retraining, including on-the-job training programs, he shall not discriminate against an individual

because of his race, color, religion, national origin, sex, disability or age (between forty and seventy), in admission to, or employment in any program established to provide apprenticeship or other training.

4. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for non-compliance.

#### **III. PAYMENT OF PREDETERMINED MINIMUM WAGES**

1. These special provisions are supplemented elsewhere in the contract by special provisions which set forth certain predetermined minimum wage rates. The contractor shall pay not less than those rates.

2. The minimum wage determination schedule shall be posted by the contractor, in a manner prescribed by the Department of Highways, at the site of the work in prominent places where it can be easily seen by the workers.

#### **IV. STATEMENTS AND PAYROLLS**

1. All contractors and subcontractors affected by the terms of KRS 337.505 to 337.550 shall keep full and accurate payroll records covering all disbursements of wages to their employees to whom they are required to pay not less than the prevailing rate of wages. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of one (1) year from the date of completion of this contract.

2. The payroll records shall contain the name, address and social security number of each employee, his correct classification, rate of pay, daily and weekly number of hours worked, itemized deductions made and actual wages paid.

3. The contractor shall make his daily records available at the project site for inspection by the State Department of Highways contracting office or his authorized representative.

Periodic investigations shall be conducted as required to assure compliance with the labor provisions of the contract. Interrogation of employees and officials of the contractor shall be permitted during working hours.

Aggrieved workers, Highway Managers, Assistant District Engineers, Resident Engineers and Project Engineers shall report all complaints and violations to the Division of Contract Procurement.

The contractor shall be notified in writing of apparent violations. The contractor may correct the reported violations and notify the Department of Highways of the action taken or may request an informal hearing. The request for hearing shall be in writing within ten (10) days after receipt of the notice of the reported violation. The contractor may submit



records and information which will aid in determining the true facts relating to the reported violations.

Any person or organization aggrieved by the action taken or the findings established as a result of an informal hearing by the Division of Contract Procurement may request a formal hearing.

4. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by a negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payments, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

5. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

6. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

7. Every employee on the work covered by this contract shall be permitted to lodge, board, and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

8. Every employee on the project covered by this contract shall be an employee of either the prime contractor or an approved subcontractor.

9. No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

10. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals.

No Covered employee may be employed on the work except in accordance with the classification set forth in the schedule mentioned above; provided, however, that in the event additional classifications are required, application shall be made by the contractor to the Department of Highways and (1) the Department shall request appropriate classifications and rates from the proper agency, or (2) if there is urgent need for additional classification to avoid undue delay in the work, the contractor may employ such workmen at rates deemed comparable to rates established for similar classifications provided he has made written application through the Department of Highways, addressed to the proper agency, for the supplemental rates. The contractor shall retroactively adjust, upon receipt of the supplemental rates schedule, the wages of any employee paid less than the established rate and may adjust the wages of any employee overpaid.

11. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any laborer or mechanic in any work-week in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such work-week unless such laborer or mechanic receives compensation at a rate not less than one and one half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such work-week. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate. This agreement shall be in writing and shall be executed prior to the employee working in excess of eight (8) hours, but not more than ten (10) hours, in any one (1) calendar day.

12. Payments to the contractor may be suspended or withheld due to failure of the contractor to pay any laborer or

mechanic employed or working on the site of the work, all or part of the wages required under the terms of the contract. The Department may suspend or withhold payments only after the contractor has been given written notice of the alleged violation and the contractor has failed to comply with the wage determination of the Department of Highways.

13. Contractors and subcontractors shall comply with the sections of Kentucky Revised Statutes, Chapter 337 relating to contracts for Public Works.

Revised 2-16-95

## EXECUTIVE BRANCH CODE OF ETHICS

In the 1992 regular legislative session, the General Assembly passed and Governor Brereton Jones signed Senate Bill 63 (codified as KRS 11A), the Executive Branch Code of Ethics, which states, in part:

KRS 11A.040 (6) provides:

No present or former public servant shall, within six (6) months of following termination of his office or employment, accept employment, compensation or other economic benefit from any person or business that contracts or does business with the state in matters in which he was directly involved during his tenure. This provision shall not prohibit an individual from returning to the same business, firm, occupation, or profession in which he was involved prior to taking office or beginning his term of employment, provided that, for a period of six (6) months, he personally refrains from working on any matter in which he was directly involved in state government. This subsection shall not prohibit the performance of ministerial functions, including, but not limited to, filing tax returns, filing applications for permits or licenses, or filing incorporation papers.

KRS 11A.040 (8) states:

A former public servant shall not represent a person in a matter before a state agency in which the former public servant was directly involved, for a period of one (1) year after the latter of:

- a) The date of leaving office or termination of employment; or
- b) The date the term of office expires to which the public servant was elected.

This law is intended to promote public confidence in the integrity of state government and to declare as public policy the idea that state employees should view their work as a public trust and not as a way to obtain private benefits.

If you have worked for the executive branch of state government within the past six months, you may be subject to the law's prohibitions. The law's applicability may be different if you hold elected office or are contemplating representation of another before a state agency.

Also, if you are affiliated with a firm which does business with the state and which employs former state executive-branch employees, you should be aware that the law may apply to them.

In case of doubt, the law permits you to request an advisory opinion from the Executive Branch Ethics Commission, Room 136, Capitol Building, 700 Capitol Avenue, Frankfort, Kentucky 40601; telephone (502) 564-7954.

### **Kentucky Equal Employment Opportunity Act of 1978**

The requirements of the Kentucky Equal Employment Opportunity Act of 1978 (KRS 45.560-45.640) shall apply to this Contract. The apparent low Bidder will be required to submit EEO forms to the Division of Construction Procurement, which will then forward to the Finance and Administration Cabinet for review and approval. No award will become effective until all forms are submitted and EEO/CC has certified compliance. The required EEO forms are as follows:

- EEO-1: Employer Information Report
- Affidavit of Intent to Comply
- Employee Data Sheet
- Subcontractor Report

These forms are available on the Finance and Administration's web page under ***Vendor Information, Standard Attachments and General Terms*** at the following address:  
**<https://www.eProcurement.ky.gov>**.

Bidders currently certified as being in compliance by the Finance and Administration Cabinet may submit a copy of their approval letter in lieu of the referenced EEO forms.

For questions or assistance please contact the Finance and Administration Cabinet by email at **[finance.contractcompliance@ky.gov](mailto:finance.contractcompliance@ky.gov)** or by phone at 502-564-2874.

General Decision Number: KY120126 03/02/2012 KY126

Superseded General Decision Number: KY20100212

State: Kentucky

Construction Type: Highway

Counties: Boone, Campbell, Kenton and Pendleton Counties in Kentucky.

HIGHWAY CONSTRUCTION PROJECTS (excluding tunnels, building structures in rest area projects & railroad construction; bascule, suspension & spandrel arch bridges designed for commercial navigation, bridges involving marine construction; and other major bridges).

| Modification Number | Publication Date |
|---------------------|------------------|
| 0                   | 01/06/2012       |
| 1                   | 03/02/2012       |

BRKY0002-005 06/01/2009

|                 | Rates    | Fringes |
|-----------------|----------|---------|
| BRICKLAYER..... | \$ 26.12 | 9.73    |

BROH0001-005 06/01/2008

|                                   | Rates    | Fringes |
|-----------------------------------|----------|---------|
| CEMENT MASON/CONCRETE FINISHER... | \$ 25.75 | 8.60    |

CARP0698-001 05/01/2009

BOONE, CAMPBELL, KENTON & PENDLETON COUNTIES:

|                                | Rates    | Fringes |
|--------------------------------|----------|---------|
| Carpenter & Piledrivermen..... | \$ 27.05 | 9.69    |
| Diver.....                     | \$ 40.58 | 9.69    |

ELEC0212-007 05/31/2011

|                  | Rates    | Fringes |
|------------------|----------|---------|
| ELECTRICIAN..... | \$ 26.11 | 14.94   |

ELEC0212-013 06/27/2011

|                                       | Rates    | Fringes |
|---------------------------------------|----------|---------|
| Sound & Communication Technician..... | \$ 21.55 | 8.46    |

ENGI0018-013 05/01/2009

| Rates | Fringes |
|-------|---------|
|-------|---------|

OPERATOR: Power Equipment

|              |          |       |
|--------------|----------|-------|
| GROUP 1..... | \$ 29.49 | 12.25 |
| GROUP 2..... | \$ 29.37 | 12.25 |
| GROUP 3..... | \$ 28.33 | 12.25 |
| GROUP 4..... | \$ 27.15 | 12.25 |
| GROUP 5..... | \$ 21.69 | 12.25 |
| GROUP 6..... | \$ 29.74 | 12.25 |
| GROUP 7..... | \$ 30.00 | 12.25 |

OPERATING ENGINEER CLASSIFICATIONS

GROUP 1 - Air Compressor on Steel Erection; Barrier Moving Machine; Boiler Operator on Compressor or Generator when mounted on a Rig; Cableway; Combination Concrete Mixer & Tower; Concrete Plant (over 4 yd. Capacity); Concrete Pump; Crane (All Types, Including Boom Truck, Cherry Picker); Crane-Compact, Track or Rubber over 4,000 lbs. capacity; Cranes-Self Erecting, Stationary, Track or Truck (All Configurations); Derrick; Dragline; Dredge (Dipper, Clam or Suction); Elevating Grader or Euclid Loader; Floating Equipment (All Types); Gradall; Helicopter Crew (Operator-Hoist or Winch); Hoe (all types); Hoisting Engine on Shaft or Tunnel Work; Hydraulic Gantry (Lifting System); Industrial-Type Tractor; Jet Engine Dryer (D8 or D9) Diesel Tractor; Locomotive (Standard Gauge); Maintenance Operator Class A; Mixer, Paving (Single or Double Drum); Mucking Machine; Multiple Scraper; Piledriving Machine (All Types); Power Shovel; Prentice Loader; Quad 9 (Double Pusher); Rail Tamper (with auto lifting & aligning device); Refrigerating Machine (Freezer Operation); Rotary Drill, on Caisson work; Rough Terrain Fork Lift with Winch/Hoist; Side-Boom; Slip-Form Paver; Tower Derrick; Tree Shredder; Trench Machine (Over 24" wide); Truck Mounted Concrete Pump; Tug Boat; Tunnel Machine and/or Mining Machine; & Wheel Excavator

GROUP 2 - Asphalt Paver; Automatic Subgrader Machine, Self-Propelled (CMI Type); Bobcat Type and/or Skid Steer Loader with Hoe Attachment Greater than 7,000 lbs.; Boring Machine More than 48"; Bulldozer; Endloader; Hydro Milling Machine; Horizontal Directional Drill (over 500,000 ft. lbs. thrust); Kolman-type Loader (production type-Dirt); Lead Greaseman; Lighting & Traffic Signal Installation Equipment (includes all groups or classifications); Material Transfer Equipment (Shuttle Buggy) Asphalt; Pettibone-Rail Equipment; Power Grader; Power Scraper; Push Cat; Rotomill (all), Grinders & Planers of All types; Trench Machine (24" wide & under); & Vermeer type Concrete Saw

GROUP 3 - A-Frame; Air Compressor on Tunnel Work (low pressure); Asphalt Plant Engineer; Bobcat-type and/or Skid Steer Loader with or without Attachments; Highway Drills (all types); Locomotive (narrow gauge); Material Hoist/Elevator; Mixer, Concrete (more than one bag capacity); Mixer, one bag capacity (Side Loader); Power Boiler (Over 15 lbs. Pressure) Pump Operator installing & operating Well Points; Pump (4" & over discharge); Roller, Asphalt; Rotovator (lime soil stabilizer); Switch & Tie

Tampers (without lifting & aligning device); Utility  
Operator (Small equipment); & Welding Machines

GROUP 4 - Backfiller; Ballast Re-locator; Bars, Joint & Mesh  
Installing Machine; Batch Plant; Boring Machine Operator  
(48" or less); Bull Floats; Burlap & Curing Machine;  
Concrete Plant (capacity 4 yd. & under); Concrete Saw  
(Multiple); Conveyor (Highway); Crusher; Deckhand;  
Farm-type Tractor with attachments (highway) except  
Masonry); Finishing Machine; Fireperson, Floating Equipment  
(all types); Fork Lift (highway); Form Trencher; Hydro  
Hammer; Hydro Seeder; Pavement Breaker; Plant Mixer; Post  
Driver; Post Hole Digger (Power Auger); Power Brush Burner;  
Power Form Handling Equipment; Road Widening Trencher;  
Roller (Brick, Grade & Macadam); Self-Propelled Power  
Spreader; Self-Propelled Power Subgrader; Steam Fireperson;  
Tractor (Pulling Sheepfoot, Roller or Grader); & Vibratory  
Compactor with Integral Power

GROUP 5 - Compressor (Portable, Sewer, Heavy & Highway); Drum  
Fireperson (Asphalt); Generator; Masonry Fork Lift;  
Inboard-Outboard Motor Boat Launch; Masonry Fork Lift; Oil  
Heater (asphalt plant); Oiler; Power Driven Heater; Power  
Sweeper & Scrubber; Pump (under 4" discharge);  
Signalperson; Tire Repairperson; & VAC/ALLS

GROUP 6 - Master Mechanic & Boom from 150 to 180

GROUP 7 - Boom from 180 and over

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IRON0044-008 06/01/2011

|                    | Rates    | Fringes |
|--------------------|----------|---------|
| Ironworkers:       |          |         |
| Fence Erector..... | \$ 22.92 | 17.20   |
| Structural.....    | \$ 25.50 | 17.20   |

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IRON0372-004 06/26/2011

|   | Rates    | Fringes |
|---|----------|---------|
| IRONWORKER, REINFORCING   |          |         |
| Beyond 30-mile radius of<br>Hamilton County, Ohio                               |          |         |
| Courthouse.....   | \$ 26.75 | 17.40   |
| Up to & including 30-mile<br>radius of Hamilton County,<br>Ohio Courthouse..... | \$ 26.50 | 17.40   |

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LABO0189-004 07/01/2011

PENDLETON COUNTY:

|              | Rates    | Fringes |
|--------------|----------|---------|
| LABORER      |          |         |
| GROUP 1..... | \$ 20.81 | 10.85   |
| GROUP 2..... | \$ 21.06 | 10.85   |
| GROUP 3..... | \$ 21.11 | 10.85   |

GROUP 4.....\$ 21.71 10.85

LABORERS CLASSIFICATIONS

GROUP 1 - Aging & Curing of Concrete; Asbestos Abatement Worker; Asphalt Plant; Asphalt; Batch Truck Dump; Carpenter Tender; Cement Mason Tender; Cleaning of Machines; Concrete; Demolition; Dredging; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level D; Flagperson; Grade Checker; Hand Digging & Hand Back Filling; Highway Marker Placer; Landscaping, Mesh Handler & Placer; Puddler; Railroad; Rip-rap & Grouter; Right-of-Way; Sign, Guard Rail & Fence Installer; Signal Person; Sound Barrier Installer; Storm & Sanitary Sewer; Swamper; Truck Spotter & Dumper; Wrecking of Concrete Forms; General Cleanup

GROUP 2 - Batter Board Man (Sanitary & Storm Sewer); Brickmason Tender; Mortar Mixer Operator; Scaffold Builder; Burner & Welder; Bushhammer; Chain Saw Operator; Concrete Saw Operator; Deckhand Scow Man; Dry Cement Handler; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Level C; Forklift Operator for Masonary; Form Setter; Green Concrete Cutting; Hand Operated Grouter & Grinder Machine Operator; Jackhammer; Pavement Breaker; Paving Joint Machine; Pipelayer; Plastic Pipe Fusion; Power Driven Georgia Buggy & Wheel Barrow; Power Post Hole Digger; Precast Manhole Setter; Walk-Behind Tamper; Walk-Behind Trencher; Sand Blaster; Concrete Chipper; Surface Grinder; Vibrator Operator; Wagon Driller

GROUP 3 - Asphalt Luteman & Raker; Gunnite Nozzleman; Gunnite Operator & Mixer; Grout Pump Operator; Side Rail Setter; Rail Paved Ditches; Screw Operator; Tunnel (Free Air); Water Blaster

GROUP 4 - Caisson Worker (Free Air); Cement Finisher; Environmental - Nuclear, Radiation, Toxic & Hazardous Waste - Levels A & B; Miner & Driller (Free Air); Tunnel Blaster; & Tunnel Mucker (Free Air); Directional & Horizontal Boring; Air Track Driller (All Types); Powderman & Blaster; Troxler & Concrete Tester if Laborer is Utilized

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\* LAB00265-009 05/01/2011

BOONE, CAMPBELL & KENTON COUNTIES:

|              | Rates    | Fringes |
|--------------|----------|---------|
| LABORER      |          |         |
| GROUP 1..... | \$ 25.82 | 8.75    |
| GROUP 2..... | \$ 25.99 | 8.75    |
| GROUP 3..... | \$ 26.32 | 8.75    |
| GROUP 4..... | \$ 26.77 | 8.75    |

LABORER CLASSIFICATIONS

GROUP 1 - Asphalt Laborer; Carpenter Tender; Concrete Curing Applicator; Dump Man (Batch Truck); Guardrail and Fence Installer; Joint Setter; Laborer (Construction); Landscape Laborer; Highway Lighting Worker; Signalization Worker;

Mesh Handlers & Placer; Right-of-way Laborer; Riprap Laborer & Grouter; Scaffold Erector; Seal Coating; Surface Treatment or Road Mix Laborer; Sign Installer; Slurry Seal; Utility Man; Bridge Man; Handyman; Waterproofing Laborer; Flagperson; Hazardous Waste (level D); Diver Tender; Zone Person & Traffic Control

GROUP 2 - Skid Steer; Asphalt Raker; Concrete Puddler; Kettle Man (Pipeline); Machine Driven Tools (Gas, Electric, Air); Mason Tender; Brick Paver; Mortar Mixer; Power Buggy or Power Wheelbarrow; Sheeting & Shoring Man; Surface Grinder Man; Plastic Fusing Machine Operator; Pug Mill Operator; & Vacuum Devices (wet or dry); Rodding Machine Operator; Diver; Screwman or Paver; Screed Person; Water Blast, Hand Held Wand; Pumps 4" & Under (Gas, Air or Electric) & Hazardous Waste (level C); Air Track and Wagon Drill; Bottom Person; Cofferdam (below 25 ft. deep); Concrete Saw Person; Cutting with Burning Torch; Form Setter; Hand Spiker (Railroad); Pipelayer; Tunnel Laborer (without air) & Caisson; Underground Person (working in Sewer and Waterline, Cleaning, Repairing & Reconditioning); Sandblaster Nozzle Person; & Hazardous Waste (level B)

GROUP 3 - Blaster; Mucker; Powder Person; Top Lander; Wrencher (Mechanical Joints & Utility Pipeline); Yarner; Hazardous Waste (level A); Concrete Specialist; Concrete Crew in Tunnels (With Air-pressurized - \$1.00 premium); Curb Setter & Cutter; Grade Checker; Utility Pipeline Tapper; Waterline; and Caulker

GROUP 4 - Miner; & Gunitite Nozzle Person

TUNNEL LABORER WITH AIR-PRESSURIZED ADD \$1.00 TO BASE RATE

SIGNAL PERSON WILL RECEIVE THE RATE EQUAL TO THE RATE PAID THE LABORER CLASSIFICATION FOR WHICH HE OR SHE IS SIGNALING.

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PAIN0012-016 05/02/2011

|  | Rates    | Fringes |
|--|----------|---------|
| Painters:  |          |         |
| Bridge.....  | \$ 23.85 | 8.10    |
| Bridge Equipment Tender and Containment Builder..... | \$ 20.27 | 8.10    |
| Brush & Roller.....                                  | \$ 22.85 | 8.10    |
| Sandblasting & Water Blasting.....                   | \$ 23.60 | 8.10    |
| Spray.....   | \$ 23.35 | 8.10    |

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PLUM0392-008 09/01/2011

|              | Rates    | Fringes |
|--------------|----------|---------|
| PLUMBER..... | \$ 29.30 | 15.74   |

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SUKY2010-161 02/05/1996

|  | Rates | Fringes |
|--|-------|---------|
|--|-------|---------|



Truck drivers:

|              |          |      |
|--------------|----------|------|
| GROUP 1..... | \$ 15.85 | 4.60 |
| GROUP 2..... | \$ 16.29 | 4.60 |

TRUCK DRIVER CLASSIFICATIONS

GROUP 1 - Driver

GROUP 2 - Euclid Wagon; End Dump; Lowboy; Heavy Duty  
Equipment; Tractor-Trailer Combination; & Drag

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WELDERS - Receive rate prescribed for craft performing  
operation to which welding is incidental.

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Unlisted classifications needed for work not included within  
the scope of the classifications listed may be added after  
award only as provided in the labor standards contract clauses  
(29CFR 5.5 (a) (1) (ii)).

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The body of each wage determination lists the classification  
and wage rates that have been found to be prevailing for the  
cited type(s) of construction in the area covered by the wage  
determination. The classifications are listed in alphabetical  
order of "identifiers" that indicate whether the particular  
rate is union or non-union.

Union Identifiers

An identifier enclosed in dotted lines beginning with  
characters other than "SU" denotes that the union  
classification and rate have found to be prevailing for that  
classification. Example: PLUM0198-005 07/01/2011. The  
first four letters , PLUM, indicate the international union and  
the four-digit number, 0198, that follows indicates the local  
union number or district council number where applicable ,  
i.e., Plumbers Local 0198. The next number, 005 in the  
example, is an internal number used in processing the wage  
determination. The date, 07/01/2011, following these  
characters is the effective date of the most current  
negotiated rate/collective bargaining agreement which would be  
July 1, 2011 in the above example.

Union prevailing wage rates will be updated to reflect any  
changes in the collective bargaining agreements governing the  
rate.

Non-Union Identifiers

Classifications listed under an "SU" identifier were derived  
from survey data by computing average rates and are not union  
rates; however, the data used in computing these rates may

include both union and non-union data. Example: SULA2004-007 5/13/2010. SU indicates the rates are not union rates, LA indicates the State of Louisiana; 2004 is the year of the survey; and 007 is an internal number used in producing the wage determination. A 1993 or later date, 5/13/2010, indicates the classifications and rates under that identifier were issued as a General Wage Determination on that date.

Survey wage rates will remain in effect and will not change until a new survey is conducted.

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WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter
- \* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative

Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

Fringe benefit amounts are applicable for all hours worked except when otherwise noted.

These rates are listed pursuant to the Kentucky Determination No. CR-11-IV-HWY dated August 04, 2011

No laborer, workman or mechanic shall be paid at a rate less than that of a Journeyman except those classified as bona fide apprentices.

Apprentices or trainees shall be permitted to work as such subject to Administrative Regulations adopted by the Commissioner of Workplace Standards. Copies of these regulations will be furnished upon request from any interested person.

Before using apprentices on the job the contractor shall present to the Contracting Officer written evidence of registration of such employees in a program of a State apprenticeship and training agency approved and recognized by the U. S. Bureau of Apprenticeship and Training. In the absence of such a State agency, the contractor shall submit evidence of approval and registration by the U. S. Bureau of Apprenticeship and Training.

The contractor shall submit to the Contracting Officer, written evidence of the established apprenticeship-journeyman ratios and wage rates in the project area, which will be the basis for establishing such ratios and rates for the project under the applicable contract provisions.

**TO: EMPLOYERS/EMPLOYEES**

**PREVAILING WAGE SCHEDULE:**

**The wages indicated on this wage schedule are the least permitted to be paid for the occupations indicated. When an employee works in more than one classification, the employer must record the number of hours worked in each classification at the prescribed hourly base rate.**

**OVERTIME:**

**Overtime is to be paid after an employee works eight (8) hours a day or forty (40) hours a week, whichever gives the employee the greater wages. At least time and one-half the base rate is required for all overtime. A laborer, workman or mechanic and an employer may enter into a written agreement or a collective bargaining agreement to work more than eight (8) hours a calendar day but not more than ten (10) hours a calendar day for the straight time hourly rate. Wage violations or questions should be directed to the designated Engineer or the undersigned.**

Ryan Griffith, Director  
Division of Construction Procurement  
Frankfort, Kentucky 40622

## **PART IV**

## **INSURANCE**

## INSURANCE

The Contractor shall procure and maintain the following insurance in addition to the insurance required by law:

- 1) Commercial General Liability-Occurrence form – not less than \$2,000,000 General aggregate, \$2,000,000 Products & Completed Aggregate, \$1,000,000 Personal & Advertising, \$1,000,000 each occurrence.
- 2) Automobile Liability- \$1,000,000 per accident
- 3) Employers Liability:
  - a) \$100,000 Each Accident Bodily Injury
  - b) \$500,000 Policy limit Bodily Injury by Disease
  - c) \$100,000 Each Employee Bodily Injury by Disease
- 4) The insurance required above must be evidenced by a Certificate of Insurance and this Certificate of Insurance must contain one of the following statements:
  - a) "policy contains no deductible clauses."
  - b) "policy contains \_\_\_\_\_ (amount) deductible property damage clause but company will pay claim and collect the deductible from the insured."
- 5) KENTUCKY WORKMEN'S COMPENSATION INSURANCE. The contractor shall furnish evidence of coverage of all his employees or give evidence of self-insurance by submitting a copy of a certificate issued by the Workmen's Compensation Board.

The cost of insurance is incidental to all contract items. All subcontractors must meet the same minimum insurance requirements.

**PART V**

**BID ITEMS**

KENTUCKY TRANSPORTATION CABINET  
DEPARTMENT OF HIGHWAYS  
FRANKFORT, KY 40622

CONTRACT ID: 122142  
COUNTY: BOONE, KENTON  
PROPOSAL: 121GR12P062-FD05

PAGE: 1  
LETTING: 03/23/12  
CALL NO: 420

| LINE NO              | ITEM  | DESCRIPTION                                    | APPROXIMATE UNIT QUANTITY | UNIT PRICE | AMOUNT |
|----------------------|-------|--|---------------------------|------------|--------|
| SECTION 0001 ROADWAY |       |  |                           |            |        |
| 0010                 | 00001 | DGA BASE                                       | 200.000 TON               |            |        |
| 0020                 | 00190 | LEVELING & WEDGING PG64-22                     | 143.000 TON               |            |        |
| 0030                 | 00219 | CL4 ASPH BASE 1.00D PG76-22                    | 88.000 TON                |            |        |
| 0040                 | 00388 | CL3 ASPH SURF 0.38B PG64-22                    | 3,390.000 TON             |            |        |
| 0050                 | 02562 | SIGNS  | 770.000 SQFT              |            |        |
| 0060                 | 02650 | MAINTAIN & CONTROL TRAFFIC<br>KY 1017 BOONE    | ( 1.00) LS                |            |        |
| 0070                 | 02650 | MAINTAIN & CONTROL TRAFFIC<br>KY 1017 KENTON   | ( 1.00) LS                |            |        |
| 0080                 | 02650 | MAINTAIN & CONTROL TRAFFIC<br>US 25            | ( 1.00) LS                |            |        |
| 0090                 | 02671 | PORTABLE CHANGEABLE MESSAGE SIGN               | 2.000 EACH                |            |        |
| 0100                 | 02676 | MOBILIZATION FOR MILL & TEXT<br>KY 1017 BOONE  | ( 1.00) LS                |            |        |
| 0110                 | 02676 | MOBILIZATION FOR MILL & TEXT<br>KY 1017 KENTON | ( 1.00) LS                |            |        |
| 0120                 | 02676 | MOBILIZATION FOR MILL & TEXT<br>US 25          | ( 1.00) LS                |            |        |
| 0130                 | 02677 | ASPHALT PAVE MILLING & TEXTURING               | 2,052.000 TON             |            |        |
| 0140                 | 02775 | ARROW PANEL                                    | 2.000 EACH                |            |        |
| 0150                 | 04793 | CONDUIT-1 1/4 IN                               | 160.000 LF                |            |        |
| 0160                 | 04811 | JUNCTION BOX TYPE B                            | 5.000 EACH                |            |        |
| 0170                 | 04830 | LOOP WIRE                                      | 2,545.000 LF              |            |        |
| 0180                 | 04895 | LOOP SAW SLOT AND FILL                         | 975.000 LF                |            |        |
| 0190                 | 06510 | PAVE STRIPING-TEMP PAINT-4 IN                  | 76,500.000 LF             |            |        |
| 0200                 | 06514 | PAVE STRIPING-PERM PAINT-4 IN                  | 76,500.000 LF             |            |        |



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| LINE NO                     | ITEM       | DESCRIPTION                       | APPROXIMATE UNIT QUANTITY | UNIT PRICE | AMOUNT    |
|-----------------------------|------------|-----------------------------------|---------------------------|------------|-----------|
| 0210                        | 06567      | PAVE MARKING-THERMO STOP BAR-12IN | 238.000 LF                |            |           |
| 0220                        | 06568      | PAVE MARKING-THERMO STOP BAR-24IN | 205.000 LF                |            |           |
| 0230                        | 06573      | PAVE MARKING-THERMO STR ARROW     | 1.000 EACH                |            |           |
| 0240                        | 06574      | PAVE MARKING-THERMO CURV ARROW    | 10.000 EACH               |            |           |
| 0250                        | 06576      | PAVE MARKING-THERMO ONLY          | 1.000 EACH                |            |           |
| 0260                        | 06600      | REMOVE PAVEMENT MARKER TYPE V     | 26.000 EACH               |            |           |
| 0270                        | 10020NS    | FUEL ADJUSTMENT                   | 7,242.000 DOLL            | 1.00       | 7,242.00  |
| 0280                        | 10030NS    | ASPHALT ADJUSTMENT                | 12,661.000 DOLL           | 1.00       | 12,661.00 |
| 0290                        | 22906ES403 | CL3 ASPH SURF 0.38A PG64-22       | 1,765.000 TON             |            |           |
| SECTION 0002 DEMOBILIZATION |            |                                   |                           |            |           |
| 0300                        | 02569      | DEMOBILIZATION (AT LEAST 1.5%)    | LUMP                      |            |           |
|                             |            | TOTAL BID                         |                           |            |           |